MICROFILM

START OF ROLL

ROLL NO.

81

Construction Contracts

Interstate Bridge Plans cont.
from Roll # 80

RECEIVED
JAN 6 1956
FOR FILING

January 5, 1956

Massman Construction Co.
General Contractors
3917 Broadway
Kansas City 11, Missouri

Attention: Mr. John N. Newell

Gentlemen:

Your letter of December 28, 1955, addressed to Mr. R. H. Baldock, has been referred to this office for reply. A set of plans and specifications for the Portland-Vancouver Bridge across the Columbia River will be forwarded to you as soon as they are available.

Your firm is prequalified with us in the amount of $6,000,000, and such rating will be valid until April 1, 1956. Although we cannot divulge the exact amount of the estimate, we can tell you that we expect this bridge to cost in the neighborhood of $9,000,000, which is greatly in excess of the prequalification rating we have set for you. As you apparently wish to bid as a principal contractor, we suggest that you consider a joint venture bid with some prequalified contractor whose rating added to yours will at least equal the amount of your bid.

In the event that the status of your Company has improved materially during the last year, it might be to your advantage to submit a new prequalification form and for that purpose we have attached two blank forms, only one of which need be returned to us. In examining your prequalification statement for the year 1955, we note that your Company has not operated singly on any contract in excess of $4,500,000 and in most cases you have gone into a joint venture on projects of $2,000,000 or more.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

FQ:mm
cc: G. S. Paxson

MASSMAN CONSTRUCTION CO.
General Contractors
3917 BROADWAY
KANSAS CITY 11. MISSOURI

PLEASE ADDRESS REPLY TO THE COMPANY
ATTENTION OF THE WRITER

December 28, 1955

Oregon State Highway Department
Salem, Oregon

Attention: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

We acknowledge receipt of your letter of December 22, 1955, stating that you intend to advertise for bids on the Portland-Vancouver Bridge, across the Columbia River, on January 13, 1956, with opening of bids on March 1, 1956.

We are requesting that you furnish us one set of plans, specifications, and proposal forms in connection with this project at your convenience.

In response to the last paragraph of your letter, concerning the pre-qualification of bidders, it is our understanding that we are pre-qualified in the amount of $6,000,000.00, and that this pre-qualification holds good in all instances until April 1, 1956. Enclosed please find copy of letter, dated April 18, 1955, from the Oregon State Highway Commission, signed by the Secretary, advising us of our pre-qualification in this amount. In the event that we are not properly cleared for the bidding of this work on March 1, 1956, will you please advise us what further steps should be taken?

Yours very truly,

MASSMAN CONSTRUCTION CO.

By John N. Newell
John N. Newell
Chief Engineer

Has not had job alone over 4 million
usuall joint ventures on 2 mil + jobs
est. cost this job 9 mil.

JNN:bl

RECEIVED
JAN 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD

RECEIVED
APR 21 1955

April 18, 1955

Massman Construction Co.
1221 Baltimore
Kansas City 5, Missouri

Gentlemen:

We are pleased to acknowledge receipt of your prequalification statement indicating your status as of December 31, 1954. Your prequalification amount has been set at $6,000,000.

Your name is being placed on our mailing list of prequalified contractors to receive all notices and announcements furnished to contractors and prospective bidders.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H B Glaisyer

Secretary

rn

cc - C. W. Head

7971

4653

January 31, 1956

MacRae Bros.
5900 First Avenue South
Seattle 8, Washington

Attention: Mr. E. J.White

Gentlemen:

We have your letter of January 26 concerning a joint-venture bid between your Company and Intrusion Prepakt Company.

As of this date our records show that your Company is prequalified with both Washington and Oregon but apparently Intrusion Prepakt have not completed their prequalification with the State of Washington although they have prequalified in Oregon.

The rating we have set for their Company plus the rating for your Company is adequate to bid the Interstate Bridge between Portland and Vancouver. Bidding sheets will be forwarded as soon as we have information that Intrusion Prepakt have completed prequalification with the State of Washington. We wrote to them on January 19 concerning this matter and the prequalification may now be underway.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Supplement sent 1-31

Intrusion Prepakt not prequal in Wash.
McRae Bros prequal in Wash for 5,000,000

RECEIVED
JAN 30 1956
OREGON
STATE HIGHWAY COMMISSION

MACRAE BROS.
GENERAL CONTRACTORS
5900 FIRST AVENUE SOUTH
SEATTLE 8, WASHINGTON

January 26, 1956

Oregon State Highway Department
Oregon

Attention: H. B. Glaisyer

Gentlemen:

We are planning to bid this job as a joint venture between Intrusion Prepakt Company and MacRae Bros. and had

E. J. White

EJW:te

Enclosure (1)

MOHAWK 4767

MACRAE BROS.
GENERAL CONTRACTORS
5900 FIRST AVENUE SOUTH
SEATTLE 8, WASHINGTON

January 26, 1956

Oregon State Highway Department
Salem,
Oregon

Attention: H. B. Glaisyer

Gentlemen:

Enclosed herewith please find our check for $2.00, together with application for plans for the Interstate Bridge.

We have received your letter prequalifying us in the amount of $3,800,000 which is considerably less than we expected. Our rating in Washington is $5,000,000.

We are planning to bid this job as a joint venture between Intrusion Prepakt Company and MacRae Bros. and had figured that our rating and theirs should be ample to cover this job.

We will appreciate your forwarding bidding sheets in the name of the above joint venture.

Very truly yours,

MAC RAE BROS.

E J White

E. J. White

Info plans sent 1-31

EJW:te

Enclosure (1)

Intrusion Prepakt not prequal in Wash.
McRae Bros prequal in Wash for 5,000,000

RECEIVED
JAN 30 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 20 1956
FOR FILING

1971
4653

January 19, 1956

McCray Marine Construction
2370 Fairview Avenue North
Seattle 2, Washington

Attention: Mr. Walter McCray

Gentlemen:

Plans and specifications are being forwarded by separate mail for the Interstate Bridge between Portland and Vancouver. As your Company is not prequalified with us, it is necessary that informational material be sent.

As requested, we have attached three prequalification forms. To prequalify with the Oregon State Highway Department you should fill in one of the forms as completely as you can and return it to this office. When the form is received a rating will be determined and we will advise you of the amount. If it is adequate, we will forward a bidding proposal.

For this particular contract, prequalification is also required with the Washington State Highway Department. Forms for this may be secured from the Washington State Highway Department, 220 Transportation Building, Olympia, Washington, Attention: Mr. Kenyon.

The Interstate Bridge project is considered as one contract and a charge of $2.00 only is made for the plans. We are, therefore, refunding $4.00 in cash as your check was in the amount of $6.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

RECEIVED
JAN 19 1956
OREGON
STATE HIGHWAY COMMISSION

FAQ:fp
Enclosure

RECEIVED
JAN 20 1956
FOR FILING

1971
4653

January 19, 1956

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2370 Fairview Avenue North
Seattle 2, Washington

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Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

RECEIVED
JAN 19 1956
OREGON
STATE HIGHWAY COMMISSION

FAQ:fp
Enclosure

RECEIVED
JAN 20 1956
FOR FILING

1971
4653

January 19, 1956

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2370 Fairview Avenue North
Seattle 2, Washington

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The Interstate Bridge project is considered as one contract and a charge of $2.00 only is made for the plans. We are, therefore, refunding $4.00 in cash as your check was in the amount of $6.00.

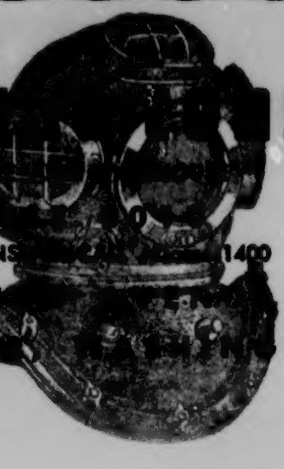
Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

[illegible]ARINE DIVING • DOCK CONST[illegible]ION • PILE DRIVING AND PILING INSP[illegible]ION • SHEET PILE BULKHEADS
BOAT AND PLANE FLOATS • YACHT MOORAGE AND SHIP WAYS • [illegible]DER WATER CONSTRUCTION
MARINE SALVAGE • ALSO — PORTABLE DIVING EQUIPMENT IN STATION WAGON



McCRAY MAR[illegible]STRUCTION
OFF[illegible]
E[illegible]0
IF NO ANS[illegible]1400
2370 FAIR[illegible] NORTH
SEATTLE[illegible]TON

Jan. 17th. 1956

Oregon State Road Commission
Salem, Oregon.

Gentlemen :-

Please find enclosed our check in the amount of $6.00 which I believe will cover the cost of three sets of preliminary plans and specs. and three pre-bid qualification forms for the Inter-State bridge job across the Columbia river.

Please mail same to the address appearing on our letterhead.

Yours truly,

Walter McCray

Walter McCray

RECEIVED
JAN 19 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 18 1956
FOR FILING

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January 18, 1956

Mid-Columbia Electric Co.
310 East Fourth Street
The Dalles, Oregon

Gentlemen:

Attached is $4.00 in cash as a refund on your check No. 8107 in the amount of $6.00 which you submitted as payment for one set of plans on the Interstate Bridge. This job is considered as one contract and a charge of $2.00 is made for each set of plans.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

RECEIVED
JAN 19 1956
FOR FILING

file

Monarch Forge & Machine Works, Inc.

Manufacturers of Industrial Machinery and Equipment

CAPITOL 7-0631

2130 NORTHWEST YORK STREET · PORTLAND 10, OREGON

7971
4653
Monarch.

January 17, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Subject: Plans & Specifications - Interstate Bridge

Gentlemen:

We are interested in obtaining one (1) set of Plans and Specifications so we can prepare quotations on the operating machinery and electrical controls for the proposed Interstate Bridge at Vancouver, Washington.

Please find our check for $2.00 enclosed as the required deposit for these plans.

Very truly yours,

Gale Caldwell

Gale Caldwell : g
Estimator

Dow 1-19

RECEIVED
JAN 19 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 19 1956
FOR FILING

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465

January 18, 1956

C. J. Montag & Sons
7805 N. E. Halsey
Portland 13, Oregon

Gentlemen:

Plans and specifications for the Interstate Bridge have been forwarded by separate mail. As the estimated cost of this project is more than twice your prequalification rating, it has been deemed necessary to send informational material.

Should you wish to bid this project as a principal contractor, you might consider a joint venture with some prequalified contractor whose rating when added to your own will at least equal the amount of your bid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. G. S. Paxson

RECEIVED
JAN 25 1956
FOR FILING

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4653

file

MONTGOMERY
MECO
ELECTRIC CO.
Electrical Contracting & Service
2375 N. W. THURMAN STREET - - PORTLAND 10, OREGON

January 24, 1956

Oregon State Highway Commission
Highway Commission Building
Salem, Oregon

Attention Mr. Glaisyer

Gentlemen:

We would appreciate your forwarding a set of plans and specifications on the new Interstate Bridge over the Columbia River. We wish to submit a sub-bid on the electrical work involved.

Yours very truly,

MONTGOMERY ELECTRIC COMPANY

CSCard

C S Card

done 1-25

RECEIVED
JAN 25 1956
STATE [illegible]

RECEIVED
JAN 20 1956
FOR FILING

1971

4653

January 19, 1956

Moore Dry Dock Company
Foot of Adeline Street
Oakland 23, California

Gentlemen:

We have your application for plans for the Interstate Bridge between Portland and Vancouver and your check in the amount of $4.00. This project is considered as one contract and a charge of $2.00 only is made. We are, therefore, refunding $2.00 in cash.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

MOTORS

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4653

CONTR • CONTRACTORS • DESIGNERS

NEECO

NORTHWEST
ENGINEERING ELECTRIC COMPANY

616 SIXTH AVENUE SOUTH PHONE SENECA 6420-6421
SEATTLE 4, WASHINGTON

February 6, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly send us the plans for the Inter-State Bridge at Vancouver and widening of Oregon Slough Bridge in North Portland.

Enclosed, you will find Two Dollars ($ 2.00) deposit check.

Yours very truly,

NORTHWEST ENGINEERING ELECTRIC CO.

Info plans sent 2-7

D. A. Smith
per m

D. A. Smith,
Engineer

DAS:mt

RECEIVED
FEB 7 1956
OREGON
STATE HIGHWAY COMMISSION

NORTHWEST MARINE IRON WORKS
SHIP REPAIRING • GENERAL MACHINE WORK • ENGINEERING

MAIL ADDRESS: P. O. BOX 3498
PORTLAND 8, OREGON

2516 N. W. 29TH AVENUE
TELEPHONE ATWATER 8222
PORTLAND, OREGON

7971

7653

January 31, 1956

State Highway Department
Salem, Oregon

Gentlemen:

We understand that plans and specifications have been recently issued covering the operating machinery for the new Interstate Bridge between Portland and Vancouver.

Since we are interested in bidding the machinery items, we will appreciate receiving a set of the plans and specifications as soon as possible.

Yours very truly,

NORTHWEST MARINE IRON WORKS

Info plans sent
2-1-56

E B Clarke
E. B. Clarke, Chief Engiheer

EBC:ss

RECEIVED
FEB 1 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 8 1956
FOR FILING
7971

4653

File

Vancouver, Wash.
February 8 1956.

Gentlemen:-

Kindly send us plans and specifications for the Interstate Bridge - #7333. We are interested in the electrical work in connection with this project. If they are available, send only the electrical portion of the plans.

Thank you.

Very truly yours,

Supp plans sent 2-9

OLSON ELECTRIC COMPANY
By: Hilma L. Fisher
Sec.

710 West 8th St.

RECEIVED

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OREGON
STATE HIGHWAY DEPARTMENT

January 16, 1956

Oregon Iron Works
508 North Tillamook Street
Portland 12, Oregon

Attention: Mr. Chas. S. Poole

Gentlemen:

We have your letter of January 13 requesting a set of plans for the Interstate Bridge between Portland and Vancouver and for the Nyssa Bridge across the Snake River. These plans are being forwarded by separate mail.

We assume that you are interested only in subcontracting on these projects, but, if you do wish to bid as a principal contractor, it will be necessary to prequalify. To do this you should fill in one of the attached forms and return it to this office. When the form is received a rating will be determined and we will advise you of the amount; also, a bidding proposal will be forwarded if the rating is adequate.

Incidentally, when your letter was opened this morning, we failed to find the indicated check for $4.00. Your remittance in this amount will be appreciated.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

FORM E-123 80M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 23 1956
FOR FILING

January 16, 1956

Oregon Iron Works
508 North Tillamook Street
Portland 12, Oregon

Attention: Mr. Chas. S. Poole

Lic

Gentlemen:

We have your letter of January 13 requesting a set of plans for the Interstate Bridge between Portland and Vancouver and for the Nyssa Bridge across the Snake River. These plans are being forwarded by separate mail.

We assume that you are interested only in subcontracting on these projects, but, if you do wish to bid as a principal contractor, it will be necessary to prequalify. To do this you should fill in one of the attached forms and return it to this office. When the form is received a rating will be determined and we will advise you of the amount; also, a bidding proposal will be forwarded if the rating is adequate.

Incidentally, when your letter was opened this morning, we failed to find the indicated check for $4.00. Your remittance in this amount will be appreciated.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

H B Glaisyer

Secretary

RECEIVED
JAN 23 1956
OREGON
STATE HIGHWAY COMMISSION

FAQ:fp
Enc.

Sorry we made the oversight.
Enclosed please find check for $4.00.
We are sub-contractors.
K. O. Poole

1.1.

OREGON IRON WORKS

Steel Fabrication
Ornamental Iron

508 N. Tillamook Street • Portland 12, Oregon • ATlantic 4-5979

January 13,1956

Oregon State Highway Commission
State Highway Building
Salem,Oregon

Gentlemen:

Please send us the plans for the following:

1. Interstate Bridge & Oregon Slough Bridge

2 2 2. Malheur County,Nyssa Bridge - FAP-No.S-3746(3)

one set each for which a check for $4.00 is inclosed.

no check

Very truly yours,

Chas S. Poole

Chas S. Poole
Oregon Iron Works

CP/vc

please inform
applic for plans

RECEIVED
JAN 16 1956
STATE HIGHWAY COMMISSION

file

PORTLAND, OREGON
RECEIVED
JAN 23 1956
FOR FILING

7711
4653

SAN FRANCISCO, CALIF.

PACIFIC BRIDGE COMPANY
ESTABLISHED 1869
Contractors--Engineers
256 MONTGOMERY STREET
SAN FRANCISCO 4, CALIF.

January 20, 1956

NOTED
FLOYD QUERY

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

We acknowledge your letter of January 19, 1956, under cover of which you made a cash refund of $2.00 with the following explanation:

> "With your application for plans on the Interstate Bridge you submitted a check for $4.00. The plans for this job are considered as one project and a charge of only $2.00 is made. We are returning, therefore, $2.00 in cash."

It was our interpretation that the plans for the job were considered as one project, and it was our intention to have two sets. Accordingly, we are returning the $2.00 cash and ask that an additional set of the project plans be furnished at your earliest convenience.

Very truly yours,

PACIFIC BRIDGE COMPANY

B G Brown
B. G. Brown

Recd 1-23

BGB/la
Enc.

RECEIVED
JAN 23 1956
STATE HIGHWAY COMMISSION

RECEIVED
JAN 20 1956
FOR FILING

7971

4055

January 19, 1956

Pacific Bridge Company
333 Kearny Street
San Francisco, California

Gentlemen:

With your application for plans on the Interstate Bridge, you submitted a check for $4.00. The plans for this job are considered as one project and a charge of only $2.00 is made. We are returning, therefore, $2.00 in cash.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

RECEIVED
JAN 19 1956
FOR FILING

File

PACIFIC CAR AND FOUNDRY COMPANY

BUILDERS AND MANUFACTURERS OF
STANDARD RAILROAD CARS
CARCO LOG ARCHES, HOISTS, DOZERS
FORGINGS, CASTINGS, FABRICATED STRUCTURAL STEEL

PLANTS:
RENTON
SEATTLE

STRUCTURAL DIVISION: 120 WEST HUDSON STREET

SEATTLE 4, WASHINGTON

CABLE ADDRESS:
CARCO, SEATTLE

7971

4653

January 16, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Will you please send us plans and specifications covering the construction of an interstate bridge across the Columbia River between Washington and Oregon, downstream from the existing bridge between Vancouver and Portland.

We are enclosing our check, in the amount of $2.00, for rental of the above requested drawings.

Thank you for your consideration.

Yours very truly,

PACIFIC CAR AND FOUNDRY COMPANY

P M Jacobsen

P. M. Jacobsen
Vice President

Ans 1-19
7 Quincy

th
encl

RECEIVED
JAN 19 1956
OREGON
STATE HIGHWAY COMMISSION

PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE. ORDERS ARE ACCEPTED CONTINGENT UPON STRIKES, LABOR TROUBLES, FIRES, ACCIDENTS, DELAYS BY CARRIERS OR ANY OTHER CAUSE BEYOND OUR CONTROL.

7991

4653

February 7, 1956

Alton V. Phillips Company
4055 - 21st Avenue West
Seattle 99
Washington

Gentlemen:

We have forwarded by separate mail informational material for the Interstate Bridge between Portland and Vancouver, as your Company is not prequalified in Oregon and your rating is not large enough in Washington, we could not send a bidding proposal.

If you wish to bid this project as a principal contractor, you might consider a joint venture proposal with some contractor whose prequalification rating, when added to yours, will at least equal the amount of the bid.

To prequalify in Oregon, you should fill in one of the attached forms and return it to this office. When the copy is received, the rating will be ~~sent~~ set and you will be advised of the amount.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Enc.
cc: G. S. Paxson
cc: P. M. Stephenson

Manson Constn & Engng Co.

Info sent on interstate - reqd not hi enuf

Alton V. Phillips Co.
4055 21st Ave W. Seattle 99

Info sent on interstate - not reqd in Oregon
reqd in Wash not hi enuf

File

Telephone: WEBSTER 3281

POOLE, McGONIGLE & DICK

Fabricated Steel Bridges and Buildings

BOAT SPIKES • BOLTS AND RIVETS

Office and Works
6330 NORTHEAST HALSEY STREET
PORTLAND 13, OREGON

RECEIVED
JAN 17 195[illegible]
FOR FILING

7971
4653

January 16th 1956

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We enclose herewith our check in the amount of $2.00 for which kindly send us one set of plans and specifications covering all the Structural Steel for the New Interstate Bridge.

Thanking you, we are

Very truly yours,

POOLE, McGONIGLE & DICK,

L. R. Regez

L. R. Regez, Sec'y & Treas.

Sent 1-17

LRR/f
encl.

RECEIVED
JAN 17 195[illegible]
OREGON
STATE HIGHWAY COMMISSION

All agreements contingent upon strikes, accidents, and other causes beyond our control. Prices subject to change without notice. Also subject to the approval of our treasurer as to credit.

RECEIVED
JAN 25 1956
FOR FILIN

7971
4653

[illegible]

file

EMPIRE 2194

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Fabrication and Erection of Steel and Wire

4644 S. E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON

24 January 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please send us plans and specifications covering the proposed new Interstate and Oregon Slough Bridges.

We are enclosing our Check No. 3874 in the amount of $2.00 covering the cost of the plans.

Very truly yours,

PORTLAND WIRE & IRON WORKS

C. A. Lomax

C.A. Lomax

Done 1-25

CAL:o
encl.

RECEIVED
JAN 25 1956
OREGON
STATE HIGHWAY COMMISSION

7971

4653

THE PREPAKT CONCRETE CO.

LOW SHRINKAGE CONCRETE
UNION COMMERCE BUILDING
CLEVELAND 14, OHIO
PHONE CHerry 1-1750

CHICAGO
PHILADELPHIA
SAN FRANCISCO
SEATTLE

ADDRESS REPLY TO
503 MARKET STREET
SAN FRANCISCO 5, CALIFORNIA
Sutter 1-3721

February 14, 1956

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Dear Mr. Glaisyer:

We are in receipt of your letter of January 31st wherein you enclosed prequalifying forms for the Highway Departments of the States of Washington and Oregon.

This letter states that we should be receiving, under separate cover, two sets of Plans and Specifications for the Interstate Bridge between Vancouver Washington and Portland Oregon. To date, these have not been received and it would be very much appreciated if you would check this matter and have the plans forwarded to this office.

Yours very truly,

THE PREPAKT CONCRETE COMPANY

L A Gerdine

L. A. Gerdine
Regional Engineer

1 set [illegible] office and
1-18 Seattle office

LAG:b

REFERRED TO
BY SECRETARY

RECEIVED
FEB 15 1956
OREGON
STATE HIGHWAY COMMISSION

7741

4653

January 31, 1956

The Prepakt Concrete Co.
503 Market Street
San Francisco 5, California

Attention: Mr. L. A. Gerdine
Regional Engineer

Gentlemen:

As requested in your letter of January 26, we are forwarding by separate mail two sets of plans for the Interstate Bridge between Vancouver, Washington, and Portland, Oregon.

It may be that you are interested only in subcontracting on this project but, if you do wish to bid as a principal contractor, prequalification is required with the Highway Departments in the States of Oregon and Washington. Attached are two prequalification forms as used by each of the States. The Oregon form, if you wish to prequalify, should be filled in as completely as possible and returned to this office. The Washington form should be completed according to their instructions and returned to 220 Transportation Building, Olympia, Washington, Attention: Mr. R. H. Kenyon.

The plans being sent to you do not include a bidding proposal. After you have prequalified with both States, a bidding proposal will then be forwarded to you if your rating is adequate.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosures

THE PREPAKT CONCRETE CO.
LOW SHRINKAGE CONCRETE
UNION COMMERCE BUILDING
CLEVELAND 14, OHIO
PHONE CHERRY 1-1750

CHICAGO
PHILADELPHIA
SAN FRANCISCO
SEATTLE

ADDRESS REPLY TO
503 MARKET STREET
SAN FRANCISCO 5, CALIFORNIA
Sutter 1-3721

January 26, 1956

State Highway Commission
State Highway Bldg.
Salem, Oregon

Gentlemen:

Please send us two sets of Plans and Specifications for construction of

Interstate Bridge over the Columbia River
between
Vancouver and Portland and the
Oregon Slough Bridge

due date, March 1, 1956. Check in the amount of $4.00 is enclosed.

Yours very truly,

THE PREPAKT CONCRETE CO.

L A Gerdine

L. A. Gerdine
Regional Engineer

LAG:b
Encl.

Info plans sent 1-30

RECEIVED
JAN 30 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 25 1956
FOR FILING

file

2971
4653

R. W. READE & CO.

Painting Contractors

2019 BLAKE STREET
PHONE ASHBERRY 3-1616
BERKELEY 4, CALIFORNIA

January 23, 1956

State Highway Commission
State Highway Bldg.
Salem, Oregon

Gentlemen:

We are enclosing our Check No. 11777 in the amount of $2.00 to cover deposit on plans and specifications for the construction of the Interstate Bridge over the Columbia River between Vancouver and Portland and the Oregon Slough Bridge.

Please send all bidding documents to the above address at your earliest convenience. Your attention to this request will be appreciated.

Very truly yours,

R. W. READE & CO.

R. W. Reade

R. W. Reade

Informat'l sent
1-25-56

RWR:ims
Encl.

RECEIVED
JAN [illegible]
STATE HIGHWAY COMMISSION

Glens Falls
INSURANCE COMPANY
Glens Falls, N. Y.

JAMES S. HURRY, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
MILLS TOWER SAN FRANCISCO 4

Rodgers Insurance Agency, Inc.
803 TITLE & TRUST BUILDING
Telephone CApitol 8-8496
PORTLAND 4, OREGON

CAPITAL STOCK Standard protection COMPANY INSURANCE

file

RECEIVED
JAN 20 1956
FOR FILING
7971
4653

January 20, 1956

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

Enclosed is a check for $2.00 for the plans on the Oregon-Washington Interstate Bridge, bids to be opened March 1st, 1956.

Please mail to us, immediately, the plans and specifications which are to be used for the promulgation of insurance rates.

Very truly yours,

RODGERS INSURANCE AGENCY, INC.

Cone 1-20

Allyn R. Hunter
Allyn R. Hunter

ARH:imj
Encl.

RECEIVED
JAN 20 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 31 1956
FOR FILING

file

SAN JOSE STEEL COMPANY, INC.

195 NORTH 30TH ST., SAN JOSE 27, CALIFORNIA • CYPRESS 5-0353

SJS
REINFORCING • STRUCTURAL
STEEL BUILDINGS
CHAIN LINK FENCING
FABRICATORS and ERECTORS

January 24, 1956

State Highway Commission
State Highway Bldg.
Salem, Oregon

RE: Interstate Bridge over the Columbia River between Vancouver and Portland and the Oregon Slough Bridge Bid. March 1

Gentlemen:

Please send us a complete set of the plans and specifications on the above subject project.

In the event plans are not available to sub-contractors, we would appreciate your sending us a list of general contractors who have plans.

Thanking you for your cooperation in this matter, we remain

Very truly yours,

SAN JOSE STEEL COMPANY, INC.

A. Kersgard, Vice-President

BY Barbara Gilbert
Barbara Gilbert

Floyd
I was going to write a letter
but decided to check with you.
I think they just want Info. only
CEC

Wash. 2,000,000
1954 ORE. 5,000,000

AK:bg

Enclosure - Check No. 12892
Payment $2.00

RECEIVED
JAN 31 1956
FOR FILING

file

SAN JOSE STEEL COMPANY, INC.

195 NORTH 30TH ST. SAN JOSE 27, CALIFORNIA • CYPRESS 5-0353

SJS
REINFORCING • STRUCTURAL
STEEL BUILDINGS
CHAIN LINK FENCING
FABRICATORS and ERECTORS

January 24, 1956

State Highway Commission
State Highway Bldg.
Salem, Oregon

RE: Interstate Bridge over the Columbia River between Vancouver and Portland and the Oregon Slough Bridge Bid. March 1

Gentlemen:

Please send us a complete set of the plans and specifications on the above subject project.

In the event plans are not available to sub-contractors, we would appreciate your sending us a list of general contractors who have plans.

Thanking you for your cooperation in this matter, we remain

Very truly yours,

SAN JOSE STEEL COMPANY, INC.

A. Kersgard, Vice-President

BY Barbara Gilbert
Barbara Gilbert

Floyd
I was going to write a letter
but decided to check with you.
I think they just want Info-only
CCC

AK:bg
Enclosure - Check No. 12892
Payment $2.00

Wash. 2,000,000
1954 ORE. 5,000,000

RECEIVED

SEATTLE • PORTLAND • SAN JOSE • OAKLAND • SACRAMENTO

RECEIVED
JAN 18 1956
FOR FILING

7971

4653

January 18, 1956

Schmitt Steel Co., Inc.
2765 N. W. Nicolai Street
Portland 10, Oregon

Attention: Mr. H. P. Lessler
Chief Engineer

Gentlemen:

Attached is $2.00 in cash as a refund on your check No. 5059 in the amount of $4.00 for one set of Interstate Bridge plans. This project is under one contract and a charge of $2.00 is made for the plans.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

SCHMITT STEEL CO., INC.

manufacturers of

MARINE-CONSTRUCTION & POLE LINE HARDWARE

BEACON 5108
2765 N. W. NICOLAI STREET
PORTLAND 10, OREGON

January 16, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Enclosed is our check for $4.00. This is to secure plans and specifications for the new Interstate Bridge and Oregon Slough Bridge.

Please forward these to Schmitt Steel Co., Inc. at the address shown above.

1 set of plans

$2.00 to refund

Yours very truly,

SCHMITT STEEL CO., INC.

H P Lessler

H. P. Lessler
Chief Engineer

HPL/er
encl/check $4.00

RECEIVED
JAN [illegible]

RECEIVED
JAN 31 1956
FOR FILING

7971

4653

file

SOULÉ STEEL COMPANY
2630 N. W. ST. HELENS ROAD • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 3-5154

January 27, 1956

Oregon State Highway Commission
Salem, Oregon

Subject: New Interstate Bridge across the Columbia River
Portland, Oregon

Gentlemen:

Enclosed herewith please find our check in the amount of $2.00 for the purchase of the plans and specifications for the subject job.

Will you please send us informational copies for our use in preparing a bid on the reinforcing steel.

Very truly yours,

SOULE' STEEL COMPANY

William R. Lewis

W. R. Lewis
Sales Department

Done 1-30

WRL db
encl.

RECEIVED
JAN 30 1956
OREGON
STATE HIGHWAY COMMISSION

SAN FRANCISCO • LOS ANGELES • PORTLAND • SEATTLE Soulé PHOENIX • SALT LAKE CITY • DALLAS • NEW YORK

SQUARE D COMPANY
ELECTRICAL EQUIPMENT
WESTERN DIVISION

FILMORE 8488 711 S. E. ANKENY STREET • PORTLAND 14, OREGON

7911

4653

February 1, 1956

Oregon State Highway Commission
Salem, Oregon

Subj.: Interstate Bridge

Gentlemen:

We wish to bid to sub contractors on electrical gear required on this job. It will be necessary for us to have a set of plans and specifications to do this.

I understand you will send a form on request and by returning the form with $2.00 you will send a set of plans and specifications.

Please send us the necessary forms as soon as possible.

Very truly yours,

SQUARE D COMPANY

Glenn R. Hunter

Glenn R. Hunter

info plans sent
2-2

GRH/rjk

RECEIVED
FEB 2 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 21 1956
FOR FILING

7171

4153

January 20, 1956

John W. Stang Corporation
P. O. Box 1392
Tacoma, Washington

Attention: Mr. W. B. Galusha
Office Manager

Gentlemen:

As requested in your letter received January 18, we have forwarded plans for the Interstate Bridge by separate mail. As your Corporation is not prequalified with the Oregon State Highway Department, it is necessary that we send informational material. If you wish to bid this project as a principal contractor, it will be necessary that you prequalify with the Oregon State Highway Department and also with the Washington State Highway Department.

To prequalify with us, please fill in one of the attached prequalification forms as completely as you can and return it to this office. When the form is received, your rating will be determined and we will advise you of the amount; also, if the rating is adequate we will forward a bidding proposal.

If you wish to obtain prequalification forms in Washington, we understand they may be secured by writing to the Washington State Highway Department, 220 Transportation Building, Olympia, Washington, Attention: Mr. Kenyon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

6221 ATLANTIC AVENUE
BELL, CALIFORNIA
PHONE LOgan 5-7421

2339 LINCOLN AVENUE
TACOMA, WASHINGTON
PHONE: BRoadway 4362

WELLPOINT
SYSTEMS
PUMPS
Sales
AND
Rentals

2123 SO. 66TH STREET
OMAHA, NEBRASKA
PHONE: WAlnut 7796

NUMBER TWO BROADWAY
NEW YORK, NEW YORK
PHONE: WHitehall 3-0565

CABLE: JONSTANG

JOHN W. STANG CORPORATION
2339 LINCOLN AVENUE • TELEPHONE BRoadway 4362
TACOMA, WASHINGTON
P. O BOX 1392

December 17, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Subject: Interstate Bridge

Gentlemen:

It is requested that you please forward to the above address plans and specifications on the subject project.

Our check in the amount of $2.00 covering the cost of these plans is enclosed.

Thanking you, we are

Sincerely yours,

JOHN W. STANG CORPORATION

W B Galusha

W. B. Galusha
Office Manager

info sent
Not prequal
write letter

WBG/g
Encl.

RECEIVED
JAN 18 1956
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
JAN 16 1956
FOR FILING

7971

4653

THE STEEL CONSTRUCTION COMPANY
5300 N. W. FRONT AVENUE
PORTLAND 10, OREGON

January 13, 1956

NOTED
FLOYD QUERY

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please send us complete plans for the new Interstate Bridge. We are enclosing our check in the amount of $2.00 as deposit on same.

Very truly yours,

THE STEEL CONSTRUCTION COMPANY

done
1-16-56

W S Dirk

W. S. Dirker,
Office Manager

WSD:ds

Enc:

RECEIVED
JAN 16 1956
STATE [illegible] COMMISSION

1171

4653

February 6, 1956

Stolte, Inc.
8451 San Leandro Street
Oakland 21, California

Attention: Mr. A. A. Brady

Gentlemen:

As requested in your recent communication, we are enclosing State Highway Commission prequalification forms for the year 1956.

Please fill in one of the forms as completely as possible and return it to this office. Upon receipt of this copy your rating will be determined and we will advise you of the amount.

Enclosed also are Washington State Highway Commission prequalification forms, as prequalification is also required in Washington if you wish to bid on the Interstate Bridge between Portland, Oregon, and Vancouver, Washington. The Washington prequalification form should be returned to 220 Transportation Building, Olympia, Washington, Attention: Mr. R. H. Kenyon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp
Enc.

STOLTE INC. GENERAL CONTRACTORS
8451 SAN LEANDRO STREET · OAKLAND 21, CALIFORNIA
TELEPHONE LOCKHAVEN 2-4611

February 3, 1956

AIR MAIL

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We you kindly forward to us, Air Mail, your standard form of Questionnaire and Financial Statement that must be filed with your commission to enable us to do and perform work for the State Highway Commission of the State of Oregon. This prequalification is in connection with the new Columbia River Bridge at Vancouver.

Yours very truly,

STOLTE INC.

Armand A Brady
A. A. Brady

AAB:rc

RECEIVED
FEB 6 1956
OREGON
STATE HIGHWAY COMMISSION

TODD NEW YORK U.S.A.

Todd Shipyards Corporation

NEW YORK OFFICE: 1 BROADWAY • TELEPHONE DIGBY 4-6900 • CABLE "ROBIN" NEW YORK

PLEASE ADDRESS YOUR REPLY TO
TODD SHIPYARDS
CORPORATION
(SEATTLE DIVISION)
Harbor Island
Seattle 4, Wash.
Elliott 1635

TODD SHIPYARDS
CORPORATION
(BROOKLYN DIVISION)
Foot of Dwight St.
Brooklyn 31, N. Y.
MAin 5-6620

TODD SHIPYARDS
CORPORATION
(HOBOKEN DIVISION)
Park Ave. & 17th St.
Hoboken, N. J.
HOboken 3-6700

TODD SHIPYARDS
CORPORATION
(NEW ORLEANS DIVISION)
New Orleans 2, La.

TODD SHIPYARDS
CORPORATION
(GALVESTON DIVISION)
Galveston, Texas

TODD SHIPYARDS
CORPORATION
(PRODUCTS DIVISION)
Headquarters
Halleck & Columbia Sts.
Brooklyn 31, N. Y.
MAin 5-6612
Factory
Houston 15, Texas

TODD SHIPYARDS
CORPORATION
(LOS ANGELES DIVISION)
San Pedro, Calif.

TODD SHIPYARDS
CORPORATION
(SAN FRANCISCO DIVISION)
Foot of Main Street
Alameda, California

TODD SHIPYARDS
CORPORATION
(INDUSTRIAL DIVISION)
Halleck & Columbia Sts.
Brooklyn 31, N. Y.
MAin 5-6612

Affiliated Company

TODD ATLANTIC
SHIPYARDS CORPORATION
South Portland, Me.

file

7971

4653

Seattle 4, Washington
February 3, 1956

Oregon State Highway Commission
State Highway Commission Building
Salem, Oregon

SUBJECT: Portland-Vancouver Interstate Toll Bridge and/or
Oregon Slough Bridge

Gentlemen:

Enclosed is our check for $2.00 in payment of one complete set of drawings and specifications for subject project.

We would appreciate receiving same as soon as possible. Thank you!

Very truly yours,

Info plans sent 2-6

TODD SHIPYARDS CORPORATION
Seattle Division

Robt. G. Zener

Robt. G. Zener
General Manager

RGZ:RWL:ed
Enc.

RECEIVED
FEB 6 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 18 1956
FOR FILING

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4653

January 17, 1956

United Concrete Pipe Corporation
Fabricated Steel Division
Box 467
Auburn, Washington

Attention: Mr. T. J. Larsen
Manager

Gentlemen:

As requested in your letter of January 16, we are forwarding by separate mail plans and specifications for the Interstate Bridge between Portland and Vancouver. As your Company is not prequalified with us, we could not send a bidding proposal.

It may be that you are interested only in subcontracting but if you do wish to bid as a principal contractor, you may prequalify by filling in and returning to us one of the attached prequalification forms. When the form is received a rating will be set for your company and we will advise you of the amount and also forward a bid proposal if the statement is deemed adequate.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Enclosure

file

FABRICATED STEEL DIVISION
UNITED CONCRETE PIPE CORPORATION
BOX 467
PHONE 1015
AUBURN, WASHINGTON

MANAGER
THOMAS J. LARSEN

STRUCTURAL STEEL, PLATE AND
MISCELLANEOUS STEEL FABRICATING

January 16, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Plans and Contracts Division

Gentlemen:

Enclosed please find our check number 5402 in the amount of $2.00 to cover the deposit on a set of the plans and specifications on the New Interstate Bridge over the Columbia River between Portland, Oregon and Vancouver, Washington to be bid 9:00 AM thursday March 1, 1956.

Yours very truly,

UNITED CONCRETE PIPE CORPORATION
FABRICATED STEEL DIVISION

T. J. Larsen

T. J. Larsen
Manager

Info plans sent
1-17

TJL:ep

Encl.

RECEIVED
JAN 17 [illegible]
STATE [illegible] COMMISSION

file

RECEIVED
JAN 18 1956
FOR FILING

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Vinnell

VINNELL STEEL
DIVISION OF VINNELL COMPANY, INC.
Engineering Design · Structural and Plate Fabrication · Steel Erection

CUMBERLAND 3-5341
EDGEWOOD 7-7221

PLANT AND OFFICE
IRWINDALE AND ARROW HIGHWAY
POST OFFICE BOX 308
BALDWIN PARK, CALIFORNIA

January 16, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Enclosed please find our Check #30060 dated January 16, 1956 in the amount of $2.00 for the purchase of plans and specifications covering the Interstate and Oregon Slough Bridges.

Please send these plans and specifications direct to the attention of the undersigned at the above address.

Yours very truly,

VINNELL STEEL

R.V. Lindberg
es
R.V. Lindberg,
Sales Manager

Info sent
not prepared

RVL:es

RECEIVED

files

RECEIVED
JAN 23 1956
FOR FILING

Weld-Rite Company • **STEEL FABRICATORS**

4417 OAKPORT STREET • OAKLAND 1, CALIFORNIA • ANdover 1-3341

7971

4653

January 20, 1956

State Highway Commission
State Highway Bldg.
Salem, Oregon

NOTED
FLOYD QUERY

Gentlemen:

Enclosed herewith is our check Number 2751 in the amount of $2.00 for which we would appreciate receiving the plans for Bridges and Indidental work, Multnomah & Clark Counties, Oregon & Washington, Near Portland and Vancouver.

Thank you.

Very truly yours,

WELD-RITE COMPANY

C. E. McClure

C. E. McClure

CEM:s

[illegible] 1-23

RECEIVED
JAN 23 1956
STATE HIGHWAY COMMISSION

file

RECEIVED
FEB 8 1956
FOR FILING

WESTERN GEAR Corporation

REPLY TO:
417 NINTH AVE. SOUTH
SEATTLE 4, WASHINGTON
MAIN 0062

7971

4653

February 8, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Please send copy of the mechanical plans and specifications for the "New Interstate Bridge Over the Columbia River."

Check in the amount of $2.00 is inclosed to cover the deposit.

Yours very truly,

WESTERN GEAR

Copy plans sent
2-9

Frank L. Carey
Frank L. Carey
Application Engineer

FLC:rl

RECEIVED
FEB 9 1956
OREGON
STATE HIGHWAY COMMISSION

EXECUTIVE OFFICE, LYNWOOD, CALIFORNIA • CORPORATE OFFICE, SEATTLE, WASHINGTON

jeb

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WG

WESTERN GEAR Corporation of Oregon

930 S.E. OAK ST. • BELMONT 5-3177
PORTLAND 14, OREGON

February 2, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Subject: Interstate Bridge

Gentlemen:

We would appreciate having a set of plans and specifications mailed to us for the subject job being bid March 1, 1956. Our check for $2.00 is enclosed in payment for this set of plans and specifications.

We are in the subcontracting phase of the mechanical equipment.

Thank you.

Sincerely,

WESTERN GEAR CORPORATION OF OREGON

Info plans sent 2-6

By Charles C. Harshberger
Charles C. Harshberger,
Regional Marketing Manager

CCH:pl
encl.

RECEIVED
FEB 6 1956
OREGON
STATE HIGHWAY COMMISSION

Western Steel Company

"Fabricators of Structural Steel"

RECEIVED
FEB 16 1956
FOR FILING

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4653

fil

TELEPHONE EMPIRE 4-3546

613 BEASON BUILDING
SALT LAKE CITY 1, UTAH

February 14, 1956

Oregon State Highway Department
State Capitol
Salem, Oregon

Re: Construction of Interstate Bridge No. 7333 - Columbia River at Portland, Oregon.

Gentlemen:

Will you kindly send us the plans and specifications on the above subject job.

If there is a deposit required, will you please let us know, and we will forward you our check immediately.

Thank you for your attention to this matter.

Yours truly,

WESTERN STEEL COMPANY

Info plans sent 2-16

Vivian Swanson

Vivian Swanson

VS

RECEIVED
FEB 10 1956
FOR FILING

7971
4653

February 9, 1956

Westinghouse Electric Corporation
309 SW 6th Avenue
Portland 4, Oregon

Gentlemen:

As requested in your letter of February 7th, we have attached a list of Plan Holders who have been furnished bidding proposals for the Interstate Bridge between Portland and Vancouver.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ds
Attach.

Westinghouse
ELECTRIC CORPORATION

309 S.W. SIXTH AVE.
PORTLAND 4, ORE.

Oregon State Highway Commission
State Highway Building
Salem, Oregon

February 7, 1956

Subject: Oregon - Washington Interstate Bridge
Plan Holder List

Gentlemen:

We are very interested in obtaining a list of Plan Holders on this project. If such a list has been published, would you please forward two copies to the above address.

query

OK

Very truly yours,

S C Brown

S. C. Brown
Sales Engineer

RECEIVED
FEB 8 1956
OREGON
STATE HIGHWAY COMMISSION

SCB:ru

YOU CAN BE SURE... IF IT'S Westinghouse

RECEIVED
JAN 23 1956
FOR FILING

7971

4653

file

Westinghouse
ELECTRIC SUPPLY COMPANY

815 N.W. 12TH AVENUE
PORTLAND 9, OREGON
Capitol 9851

Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
FLOYD QUERY

January 20, 1956

Gentlemen:

Please send us a copy of the plans and specifications for the proposed construction of the Interstate Bridge. Enclosed is our check for $2.00 as outlined in your notice to contractors.

Sincerely yours,

R. D. McClain

R. D. McClain
Quotation Clerk.

Info sent 1-23

RDM/gh

RECEIVED
JAN 23 1956
STATE HIGHWAY COMMISSION

RECEIVED
JAN 17 1956
FOR FILING

7111

4655

January 17, 1956

Westinghouse Electric Corporation
309 S. W. Sixth Avenue
Portland 4, Oregon

Attention: Mr. S. C. Brown
Sales Engineer

Gentlemen:

Plans and specifications are being sent by separate mail for the Interstate Bridge job between Portland and Vancouver.

We assume that you are interested only in subcontracting for this job but if you do wish to bid as a principal contractor it will be necessary for your Corporation to prequalify. To do this, please fill in one of the attached forms and return it to this office. When the copy is received a rating will be determined and, if adequate, we will forward a bidding proposal. Prequalification is not required for subcontractors.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

Westinghouse
ELECTRIC CORPORATION

309 S.W. SIXTH AVE.
PORTLAND 4, ORE.

January 13,1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Subject: Plan & Specifications
Oregon - Washington
Interstate Bridge

Gentlemen:

Attached with this letter is a Cashier's Check in the amount of $8.00 to cover cost of 4 - sets of plans and specifications for the subject bridge. Will you please mail these plans and specifications to the above address.

Sup sent 1-16

Very truly yours,

S C Brown

S. C. Brown
Sales Engineer

RECEIVED
JAN [illegible]
STATE [illegible]

YOU CAN BE SURE... IF IT'S Westinghouse

7771
4653
FORM 830—80M—4-54—74386

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1956

SUBJECT: Prequalification of Willamette Iron and Steel Company

To: Mr. H. B. Glaisyer
Secretary
Office

This is in regard to the letter of Mr. H. H. Hunt, Vice President of the Guy F. Atkinson Company, dated February 17, 1956, a copy of which you forwarded to me. I am not at all sure that I understand Mr. Hunt's conclusion.

In the next to the last paragraph of his letter he states that he feels sure that we will agree with him that the Willamette Iron and Steel Company does not need to prequalify in order to submit bids to the Oregon State Highway Commission. We most certainly do not agree with that conclusion. If the Willamette Iron and Steel Company submits bids as a separate organization it must prequalify before the bid can be received.

In the last paragraph of Mr. Hunt's letter he states that any bid submitted with respect to the new Interstate Bridge will be in the name of Guy F. Atkinson Company. If this is the case, then, of course, the Willamette Iron and Steel Company will not have to prequalify since the bid will be that of the Guy F. Atkinson Company, which is prequalified, and not that of the Willamette Iron and Steel Company.

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj

NOTED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

WILLAMETTE IRON and STEEL COMPANY

2800 N. W. FRONT AVENUE · PORTLAND 10, OREGON · CApitol 2-9311 ~~BA 9311~~
CABLE ADDRESS—WILLAMETTE

MACHINERY FOR HYDROELECTRIC AND IRRIGATION DAMS, LOGGING, PULP AND PAPER MILLS, MINING, CEMENT MANUFACTURE, QUARRYING AND HEAVY CONSTRUCTION

SHIP REPAIR AND CONVERSION, CONTRACT MANUFACTURING, CUSTOM MACHINING, PLATE SHOP, STAINLESS STEEL FABRICATION AND GENERAL REPAIR WORK

February 17, 1956

State Highway Department
Salem
Oregon

NOTED
H. B. GLAISYER

Attention: Mr. H. B. Glaisyer, Secretary

Subject: Prequalification of Willamette Iron and Steel Company

Gentlemen:

In reply to your letter of February 16 relative to subject matter, we are pleased to furnish the following information:

1. On February 28, 1946, Guy F. Atkinson Company purchased all the physical assets of Willamette Iron and Steel Corporation (an Oregon corporation.)

2. Shortly thereafter and upon completion of certain war-time contracts with the Navy, Willamette Iron and Steel Corporation entered into a voluntary liquidation of all of its other assets. Distribution of the remaining assets was made to stockholders through liquidating dividends, and the corporation was legally dissolved in due course of time.

3. Immediately upon the acquisition of the physical assets of Willamette Iron and Steel Corporation, Guy F. Atkinson Company formed a wholly owned subsidiary corporation under the name of Willamette Iron and Steel Company. It was incorporated in the State of Nevada.

4. On December 31, 1946, this subsidiary corporation was voluntarily dissolved by Guy F. Atkinson Company.

5. On January 1, 1947, we began operating the Willamette plant as a division of Guy F. Atkinson Company under the assumed name of Willamette Iron and Steel Company. This assumed name was properly registered in accordance with the legal requirements.

6. Inasmuch as Willamette Iron and Steel Company has not been a legal entity since December 31, 1946, all formal contracts entered into by Willamette have been in the name of Guy F. Atkinson Company, d.b.a. Willamette Iron and Steel Company.

ERRED TO
BY SECRETARY

7. Contracts entered into in the name of Guy F. Atkinson Company, d.b.a. Willamette Iron and Steel Company are usually signed by Willamette's plant manager, C. Lloyd Thorpe, who has been duly authorized by Guy F. Atkinson Company to sign contracts in its behalf. Occasionally contracts may be signed by me as vice president of Guy F. Atkinson Company.

In light of the foregoing information, we feel sure that you will agree with us that Willamette Iron and Steel Company does not need to prequalify in order to submit bids to the Oregon State Highway Commission.

With respect to the new Interstate Bridge across the Columbia River between Portland and Vancouver, should a bid be submitted, it will be in the name of Guy F. Atkinson Company from the main office in South San Francisco.

Very truly yours,

H. H. Hunt, Vice President
GUY F. ATKINSON COMPANY

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FEB 20 1956
OREGON
STATE HIGHWAY COMMISSION

files

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JAN 31 1956
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WISCOMBE . . . PAINTING COMPANY

Phone EL 9-0954
1610 North Chicago Street
Salt Lake City, Utah
BOX 1837

Affiliated With . . .
—Associated General Contractors
—Painting and Decorating Contractors of America

7971
4653

January 26, 1956

State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Please send to the above address, the Plans and specifications for the construction of the Interstate Bridge over the Columbia River between Vancouver and Portland and the Oregon Slough Bridge.

Enclosed find check in the amount of $2.00 to cover same. Thanking you, I am

Very truly yours,

WISCOMBE PAINTING COMPANY

Ronald Wiscombe

Ronald Wiscombe-Supt. Industrial
Per M. Robinson

RW/mr
enc.

Info plans sent 1-31

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JAN 30 1956
STATE HIGHWAY COMMISSION

file

PHONE BROADWAY 3591

A. YOUNG & SON IRON WORKS

STRUCTURAL STEEL FABRICATING
MACHINING

2300 N. W. NICOLAI STREET
PORTLAND 10, OREGON

7971
4653

2-3-56

State Highway Commission
State Highway Building
Salem, Oregon

Re: Plans and Specifications
Interstate Bridge- Columbia River between
Vancouver and Portland and Oregon Slough Bridge

Gentlemen:

We enclose our check No. 1044 in the amount of $ 2.00 for which please send us 1 set of plans and specifications on the above mentioned project.

Very truly yours,

A. YOUNG & SON IRON WORKS

Info plans sent 2-7

M O Young

M.O. Young, Partner-Manager

MOY/g
encl.

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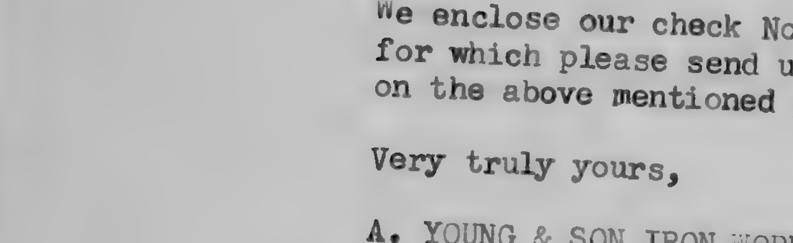
FEB 7 1956
OREGON
STATE HIGHWAY COMMISSION



U-117(19) 765' Reinf. Concrete & Steel 1956
Girder Br. over Willamette River
#4654 at Springfield

A files

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3 1959
FOR FILING
U-117 (19)

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 29, 1959

(CONTRACT NO.) 4654	(EST. NO.)	(CONTRACTOR)
4654	25 Final	Hamilton & Thoms

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1731	H234686	$ 13,995.75	1-28-59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: Dec. 31, 1957

Time Extensions: July 31, 1958

Completion Date: July 31, 1958

Date Accepted: Sept. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 29, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: JAN 30 1959 gc

NOTED ON CARD
em

RECEIVED
JAN 31 1959
FOR FILING
1-117 (19)
4654

Jan. 20, 1959

CERTIFIED MAIL

Seaboard Surety Company
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

State Highway Contract No. 4654, for bridge, grading and paving on the Willamette River (Springfield) Section of the McKenzie Highway in Lane County was completed by the contractor, Hamilton and Thoms, on July 31, 1958, and was formally accepted by the Highway Commission on Sept. 11, 1958.

Final payment in the amount of $13,995.75 will be released to the contractor on or after January 30, 1959. The total contract amount is $419,265.67, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
em

RECEIVED
AUG 25 1958
FOR FILING

71-1:7 (19)

4654

Aug. 22, 1958

CERTIFIED MAIL

Seaboard Surety Company
Hanson & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hamilton & Thoms in connection with Contract No. 4654, for Bridge, Grading, and Paving on the Willamette River (Springfield) Section of the McKenzie Highway in Lane County.

This payment, in the amount of $6,679.87, will be released to the contractor on or after Sept. 2, 1958. The retained percentage is $12,534.12.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
em

RECEIVED
MAR 3 - 1958
FOR FILING
4654

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Mar. 3, 1958

Hamilton & Thoma
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Feb. 27, 1958, had under discussion your request for an extension of time from Dec. 31, 1957, to July 31, 1958, within which to complete your contract No. 4654, for bridge, grading and paving on the Willamette River (Springfield) Section of the McKenzie Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Ivan D. Merchant
F. D. Morgan
R. W. Ellison

NOTED ON CARD
em

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FEB 26 1958

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[illegible]
4654

February 25, 1958

Request for Extension of Time
No. 7
February 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Willamette River (Springfield Bridge)
FAP U-117(19)
Contract No. 4654

The contractors, Hamilton and Thoma, for the Willamette River (Springfield Bridge) have requested an extension of time from December 31, 1957 to July 31, 1958, a total extension of 212 days.

The general contractor was delayed in the completion of this structure because of the failure of the structural steel fabricator to obtain structural steel. Except for painting, the structure was completed and opened to traffic on December 12. This extension of time is to permit the contractor to finish the structural steel painting during good weather in the Spring of 1958.

There has been no inconvenience to the traveling public and it is recommended that the extension of time be granted the contractor. This is a Federal-aid project and the Bureau of Public Roads have concurred in the extension of time as requested above.

This contract does not carry the liquidated damage provision.

Very truly yours,

W. C. Williams
State Highway Engineer

IDM/mm

Attached

NOTED
I. D. MERCHANT

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FEB 25 1958

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[illegible]

4654

Feb. 25, 1958

CERTIFIED MAIL

Seaboard Surety Company
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Hamilton and Thoma a portion of the funds heretofore retained by the Commission on Contract No. 4654, for bridge, grading, and paving on the Willamette River (Springfield) Section of the McKenzie Highway in Lane County.

This payment, in the amount of $24,099.61, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $12,011.36. The present payment will be released on or after Mar. 7, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

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FEB 13 1958
FOR FILING

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[illegible]

Salem, Oregon
February 13, 1958

Springfield Bridge over
Willamette River

Mr. F. B. Crandall

City officials at Springfield called on Mr. Williams and asked that we investigate two traffic matters in connection with the new bridge over the Willamette River at Springfield.

1. They say that traffic congestion is being caused by the left turn for eastbound traffic onto Mill Street at the east end of the bridge and suggest that additional pavement width should be provided to allow free turning at all times at this intersection.

2. They say that traffic coming out of the rather brilliantly illuminated district of Glenwood and entering the unilluminated bridge is confused by the sudden light change.

Will you please investigate these two matters and report.

G. S. Paxson

GSP:gm

cc Mr. W. C. Williams

File

FORM E-90 50M 8-57—8882

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1958

SUBJECT: Willamette River Springfield
Bridge Section, Contract no. 4654

To: 4654
Mr. W. C. Williams
State Highway Engineer
DEPARTMENT

Hamilton and Thoms, contractor on the above project have completed all work to be done under the contract with the exception of painting the structural steel girders, placing a small quantity of top soil and laying a small quantity of A C wearing surface.

Weather conditions are not at the present time favorable for any of the above work and we have issued a Stop Work Order on the contract to be effective until such time as weather conditions are favorable for this work which will probably be early summer of this year.

In view of expected delay in completing the work the contractor has requested that the retained percentage held on the contract be reduced from the usual 7½% to 3% which will release approximately $19,100 of the retained funds. We believe the contractor's request is reasonable and propose to make the reduction on his February 10 estimate, if this meets with your approval. Authority to reduce the retained percentage under these conditions is found in Article 128 of the Standard Specifications.

Ivan D. Merchant
Bridge Engineer

CAG/kos

2-13-58

Original returned
to Mr. Merchant
with notation:
"Approved
W. C. Williams".

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OREGON DISTRICT
U 117 (19)
4[illegible]1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

file

NOTED
W. C. WILLIAMS

A

REFERRED TO
Cooper
By State Highway Engineer

advise me

OK
[illegible]

08-35

November 12, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

During a recent inspection of the current Willamette River (Springfield) Bridge construction project U-117(19), we observed a revision in the original east approach layout. This consists of reconstructing the existing approach between Main Street and Mill Street in order to serve as a one-way access facility to Mill Street for patrons of a beauty shop and possibly the adjacent service station, both located on the north side of Main Street between Mill Street and the east end of the existing bridge.

It will be necessary for those who use this facility to cross a heavy volume of one-way traffic (estimated at 10,000 ADT) between the bridge and the Mill Street intersection. This change in the original plan is considered undesirable as it involves a maneuver which will be hazardous to traffic. We are therefore unable to authorize Federal participation in the cost of the revision.

Very truly yours,

CGPolk

C. G. POLK
Division Engineer

NOTED
[illegible] COOPER

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[illegible]

4654

September 19, 1957

North America Companies
Claim and Loss Department
1030 American Bank Building
Portland, Oregon

Attention: Mr. L. F. Clark

Gentlemen:

We have your letter of September 16 regarding 968 A 9609, Monroe Lumber Co., pertaining to spray painting on a steel bridge between Springfield and Glenwood.

[illegible] 4654

Hamilton & Thoma, Box 726, Eugene, are constructing a new bridge across the Willamette River west of Springfield. Pacific Marine Service, Building 10, Swan Island, Portland, hold a contract with us for maintenance painting on the existing bridge across the Willamette River west of Springfield.

We hope that this letter will provide the identity that you wish. If it does not, please let us know.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

EG T CPR8-2050

Form PR 2 (Revised 1950)

State Oregon
Project No. U-117(19)

U 117(19)

4154

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of June, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of November, 1955, a program, which was approved on the 30th day of November, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 15th day of February, 1956, and the sum of two hundred eighty three thousand and 00/100 dollars ($283,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner to wit: Chapter 175, Laws 1917; Chapter 31, Laws 1920;

(*a*) By the State Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 244+50.20 and 263+86.75 in Springfield,

, length 0.367 miles, in Lane County, being Oregon project No. U-117(19), consisting of 0.229 miles of roadway and one bridge of more than 20 feet clear span, 0.138 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred eighty three thousand and 00/100 dollars ($283,000.00), which does not exceed the authorized Federal pro rata share of four hundred fifty-six thousand, eight hundred twenty and 65/100 dollars ($456,820.65), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11270-5

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Oregon State Highway Department

Federal Aid
Project No. U-117(19)

WILLAMETTE RIVER (SPRINGFIELD) BRIDGE SECTION

OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1956

Type Code 6201
Roadway (Sta. 244+50.20 to Sta. 263+96.75)(Contract No. 4654)

All	Required	Clearing and Grubbing	$	$ 350.00
2	only	Removal of Catch Basins	15.00	30.00
2,600	sq. yds.	Removal of Pavement	0.70	1,820.00
1,200	lin. ft.	Removal of Curbs	0.35	420.00
550	lin. ft.	Removal of Curbs and Gutters	0.45	247.50
370	sq. yds.	Removal of Walks and Driveways	0.45	166.50
700	lin. ft.	Removal of Asphaltic Concrete Traffic Markers	0.25	175.00
90	cu. yds.	Removal of Miscellaneous Concrete and Masonry	7.00	630.00
200	cu. yds.	Drainage Excavation, Unclassified	2.50	500.00
21,000	cu. yds.	Special Borrow Excavation, Unclassified	0.60	12,600.00
2,600	cu. yds.	General Excavation, Unclassified	0.45	1,170.00
2,000	cu. yds.	Excavating and Placing Topsoil	1.75	3,500.00
All	Required	Finishing Roadbed and Slopes		500.00
140	lin. ft.	48-inch Concrete Pipe, Extra Strength	13.60	1,904.00
260	lin. ft.	8-inch Metal Drain Pipe	1.80	468.00
40	lin. ft.	8-inch Sewer Pipe	2.00	80.00
320	lin. ft.	10-inch Sewer Pipe	2.50	800.00
20	lin. ft.	Extra for Pipe Under Pavement	2.00	40.00
12	only	Concrete Catch Basins	70.00	840.00
1	only	Concrete Manholes	250.00	250.00
1	only	Adjustment of Manholes	125.00	125.00
200	cu. yds.	Concrete Curbs and Gutters	40.00	8,000.00
250	sq. yds.	Concrete Walks	3.50	875.00
20	cu. yds.	Concrete in Islands	35.00	700.00
30	lin. ft.	3/4" - Electrical Conduit	1.25	37.50
100	lin. ft.	1¼-inch Electrical Conduit	1.50	150.00
70	lin. ft.	1½-inch Electrical Conduit	1.60	112.00
50	lin. ft.	1-inch Galvanized Water Pipe	1.25	62.50
90	lin. ft.	2-inch Galvanized Water Pipe	2.00	180.00
450	cu. yds.	Loose Riprap	4.00	1,800.00
3,500	cu. yds.	Course Crushed Material in Base	2.25	7,875.00
430	cu. yds.	3/4" - 0 Material in Base	2.25	967.50
100	M-gal.	Sprinkling	2.50	250.00
All	Required	Preparation of Base		500.00
60	cu. yds.	3/4" - 0 Material in Binder Course	5.00	300.00
10	tons	RC-3 Asphalt in Binder Course	55.00	550.00
1,900	tons	Asphaltic Concrete Mixture	4.56	8,664.00
120	tons	85-100 Asphalt in Mixture	30.00	3,600.00
14	tons	RS-2 Asphalt	55.50	777.00
50	cu. yds.	Aggregate in Pavement Seal	5.00	250.00
50	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	50.00
				$ 62,316.50
All	Required	Flagging (57½% of Contractor's Cost)		400.00

Subtotal	$ 62,716.50
10% Engr. & Cont.	6,271.65
Total	$ 68,988.15

Type Code X031
Springfield Bridge (Sta. 250+08 to Sta. 257+37)(Contract No. 4651)

All Required	Shoring and Cribbing	$	$ 5,000.00
All Required	Remove Railway Bridge Piers		23,000.00
900 cu. yds.	Structural Excavation	5.00	4,500.00
100 cu. yds.	Excavation Below Elevation Shown	10.00	1,000.00
1,300 cu. yds.	Class "A" Concrete	60.00	78,000.00
235,000 lbs.	Metal Reinforcement	0.115	27,025.00
All Required	Structural Steel		197,000.00
1,550 lin. ft.	Metal Rail	11.00	17,050.00
	Subtotal		$352,575.00
	10% Engr. & Cont.		35,257.50
	Total		$387,832.50

Length of Roadway	0.229 Miles
Length of Structure	0.138 Miles
Total Length	0.367 Miles
Cost of Roadway Per Mile	$301,258.29

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 68,988.15	$ 42,738.00	$ 26,250.15
Structure	387,832.50	240,262.00	147,570.50
	$456,820.65	$283,000.00	$173,820.65

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-117(19)

WILLAMETTE RIVER (SPRINGFIELD) BRIDGE SECTION OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, Feb. 15, 1956

Type Code 6201
Roadway (Sta. 244+50.20 to Sta. 263+86.75)

All	Required	Clearing and Grubbing	$	$ 2,500.00
2	only	Removal of Catch Basin	20.00	40.00
2,600	sq. yds.	Removal of Pavement	0.40	1,040.00
1,200	lin. ft.	Removal of Curbs	0.25	300.00
550	lin. ft.	Removal of Curbs and Gutters	0.35	192.50
370	sq. yds.	Removal of Walks and Driveways	0.50	185.00
700	lin. ft.	Removal of Asphaltic Concrete Traffic Markers	0.15	105.00
90	cu. yds.	Removal of Miscellaneous Concrete and Masonry	20.00	1,800.00
200	cu. yds.	Drainage Excavation, Unclassified	2.50	500.00
21,000	cu. yds.	Special Borrow Excavation, Unclassified	0.60	12,600.00
2,600	cu. yds.	General Excavation, Unclassified	1.00	2,600.00
2,000	cu. yds.	Excavating and Placing Topsoil	2.50	5,000.00
All	Required	Finishing Roadbed and Slopes		2,500.00
140	lin. ft.	48-inch Concrete Pipe, Extra Strength	15.00	2,100.00
110	lin. ft.	8-inch Metal Drain Pipe	2.25	247.50
40	lin. ft.	8-inch Sewer Pipe	1.50	60.00
320	lin. ft.	10-inch Sewer Pipe	2.00	640.00
20	lin. ft.	Extra for Pipe Under Pavement	2.00	40.00
12	only	Concrete Catch Basins	75.00	900.00
1	only	Concrete Manholes	300.00	300.00
1	only	Adjustment of Manholes	50.00	50.00
200	cu. yds.	Concrete Curbs and Gutters	42.50	8,500.00
250	sq. yds.	Concrete Walks	4.00	1,000.00
20	cu. yds.	Concrete in Islands	40.00	800.00
30	lin. ft.	3/4" Electrical Conduit	1.25	37.50
100	lin. ft.	1¼-inch Electrical Conduit	1.50	150.00
70	lin. ft.	1½-inch Electrical Conduit	1.75	122.50
50	lin. ft.	1-inch Galvanized Water Pipe	1.00	50.00
90	lin. ft.	2-inch Galvanized Water Pipe	2.00	180.00
450	cu. yds.	Loose Riprap	4.00	1,800.00
3,500	cu. yds.	Coarse Crushed Material in Base	2.00	7,000.00
430	cu. yds.	3/4" - 0 Material in Base	2.25	967.50
100	M-gal.	Sprinkling	2.50	250.00
All	Required	Preparation of Base		200.00
60	cu. yds.	3/4" - 0 Material in Binder Course	4.00	240.00
10	tons	RC-3 Asphalt in Binder Course	60.00	600.00
1,900	tons	Asphaltic Concrete Mixture	4.50	8,550.00
120	tons	85-100 Asphalt in Mixture	32.00	3,840.00
14	tons	RS-2 Asphalt	60.00	840.00
50	cu. yds.	Aggregate in Pavement Seal	5.00	250.00
50	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	50.00
				$69,127.50

All Required	Flagging (57½% of Contractor's Cost)		$ 400.00
	Subtotal		$69,527.50
	10% Engr. & Cont.		6,952.75
	Total		$76,480.25

Type Code X031
Springfield Bridge (Sta. 250+08 to Sta. 257+37)

All Required	Shoring and Cribbing	$	$65,000.00
All Required	Remove Railway Bridge Piers		10,000.00
900 cu. yds.	Structural Excavation	8.00	7,200.00
100 cu. yds.	Excavation Below Elevation Shown	10.00	1,000.00
1,300 cu. yds.	Class "A" Concrete	70.00	91,000.00
235,000 lbs.	Metal Reinforcement	0.13	30,550.00
All Required	Structural Steel		224,500.00
1,550 lin. ft.	Metal Rail	12.00	18,600.00
	Subtotal		$447,850.00
	10% Engr. & Cont.		44,785.00
	Total		$492,635.00

Length of Roadway	0.229 mile
Length of Structure	0.138 mile
Total Length	0.367 mile
Cost of Roadway Per Mile	$333,974.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 76,480.25	$ 47,303.00	$ 29,177.25
Structure	492,635.00	304,697.00	187,938.00
	$569,115.25	$352,000.00	$217,115.25

Oregon State Highway Department

Federal Aid
Project No. U-117(19)

WILLAMETTE RIVER (SPRINGFIELD) BRIDGE SECTION OF
THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, Feb. 15, 1956

Type Code 6201
Roadway (Sta. 244+50.20 to Sta. 263+86.75)

All Required	Clearing and Grubbing	$	$ 2,500.00
2 only	Removal of Catch Basins	20.00	40.00
2,600 sq. yds.	Removal of Pavement	0.40	1,040.00
1,200 lin. ft.	Removal of Curbs	0.25	300.00
550 lin. ft.	Removal of Curbs and Gutters	0.35	192.50
370 sq. yds.	Removal of Walks and Driveways	0.50	185.00
700 lin. ft.	Removal of Asphaltic Concrete Traffic Markers	0.15	105.00
90 cu. yds.	Removal of Miscellaneous Concrete and Masonry	20.00	1,800.00
200 cu. yds.	Drainage Excavation, Unclassified	2.50	500.00
21,000 cu. yds.	Special Borrow Excavation, Unclassified	0.60	12,600.00
2,600 cu. yds.	General Excavation, Unclassified	1.00	2,600.00
2,000 cu. yds.	Excavating and Placing Topsoil	2.50	5,000.00
All Required	Finishing Roadbed and Slopes		2,500.00
140 lin. ft.	48-inch Concrete Pipe, Extra Strength	15.00	2,100.00
260 lin. ft.	8-inch Metal Drain Pipe	2.25	585.00
40 lin. ft.	8-inch Sewer Pipe	1.50	60.00
320 lin. ft.	10-inch Sewer Pipe	2.00	640.00
20 lin. ft.	Extra for Pipe Under Pavement	2.00	40.00
12 only	Concrete Catch Basins	75.00	900.00
1 only	Concrete Manholes	300.00	300.00
1 only	Adjustment of Manholes	50.00	50.00
200 cu. yds.	Concrete Curbs and Gutters	42.50	8,500.00
250 sq. yds.	Concrete Walks	4.00	1,000.00
20 cu. yds.	Concrete in Islands	40.00	800.00
30 lin. ft.	3/4" Electrical Conduit	1.25	37.50
100 lin. ft.	1¼-inch Electrical Conduit	1.50	150.00
70 lin. ft.	1½-inch Electrical Conduit	1.75	122.50
50 lin. ft.	1-inch Galvanized Water Pipe	1.00	50.00
90 lin. ft.	2-inch Galvanized Water Pipe	2.00	180.00
450 cu. yds.	Loose Riprap	4.00	1,800.00
3,500 cu. yds.	Coarse Crushed Material in Base	2.00	7,000.00
430 cu. yds.	3/4" - 0 Material in Base	2.25	967.50
100 M-gal.	Sprinkling	2.50	250.00
All Required	Preparation of Base		200.00
60 cu. yds.	3/4" - 0 Material in Binder Course	4.00	240.00
10 tons	RC-3 Asphalt in Binder Course	60.00	600.00
1,900 tons	Asphaltic Concrete Mixture	4.50	8,550.00
120 tons	85-100 Asphalt in Mixture	32.00	3,840.00
14 tons	RS-2 Asphalt	60.00	840.00
50 cu. yds.	Aggregate in Pavement Seal	5.00	250.00
50 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	50.00
			$ 69,465.00
All Required	Flagging (57½% of Contractor's Cost)		400.00
		Subtotal	$ 69,865.00
		10% Engr. & Cont.	6,986.50
		Total	$ 76,851.50

Type Code X031
Springfield Bridge (Sta. 250+08 to Sta. 257+37)

All Required	Shoring and Cribbing	$	$ 65,000.00
All Required	Remove Railway Bridge Piers		10,000.00
900 cu. yds.	Structural Excavation	8.00	7,200.00
100 cu. yds.	Excavation Below Elevation Shown	10.00	1,000.00
1,300 cu. yds.	Class "A" Concrete	70.00	91,000.00
235,000 lbs.	Metal Reinforcement	0.13	30,550.00
All Required	Structural Steel		224,500.00
1,550 lin. ft.	Metal Rail	12.00	18,600.00
	Subtotal		$447,850.00
	10% Engr. & Cont.		44,785.00
	Total		$492,635.00

Length of Roadway	0.229 Mile
Length of Structure	0.138 Mile
Total Length	0.367 Mile
Cost of Roadway Per Mile	$335,596.06

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 76,851.50	$ 47,502.00	$ 29,349.50
Structure	492,635.00	304,498.00	188,137.00
	$569,486.50	$352,000.00	$217,486.50

Form E-1-Rev 6-55—10M

11-117/14

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 12, 1956

Section Wallace Bridge - Sheridan
Kind of work Grading
Highway Salmon River
Section prefix 36-1033
Contractor Roy L. Houck & Sons
Contract number 4654
Date of contract March 9, 1956
Date of completion November 30, 1956
Date work started ...., 19....
Estimated date of completion ...., 19....
Project authorization $ 483,662
Exclusive of Engineering $ 449,268
Per cent of time elapsed 24 %
Estimated cost of completed project, exclusive of engineering $........
Estimated per cent overrun or underrun ....%
Per cent of contract completed, based on total contract price ....%
Engineering authorization $ 34,394
Engineering cost to date $ 7462, 22 %
Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work by contractor

Field crew is ~~s~~ slope staking across botton land near Railroad crossing. Also setting R/W pins and permement references. Line now referenced to station 350.

NOTED
C. E. PAULSEN

NOTED

NOTED
W. D. WOLFE

NOTED
L. H. Young

Signed David H Mocking

Address ~~411~~ P.O. Box 411, McMinnville

NOTED
R. D. [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86365

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.03	7.03			
Miles partially completed	0	0			
Miles completed	0	0			
Total estimated quantities (contract)	800,000	3550			
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers..........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	cloudy		
Tuesday	cloudy		
Wednesday	cloudy		
Thursday	showers		
Friday	showers		
Saturday			

Form E-1-Rev 6-55—1024

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 5, 1956

Section Wallace Bridge - Sheridan

Kind of work Grading

Highway Salmon River

Section prefix 36-1033

Contractor Roy L. Houck & Sons

Contract number 4654

Date of contract March 9, 1956

Date of completion November 30, 1956

Date work started ______, 19__

Estimated date of completion ______, 19__

Project authorization . . . . $ 483,662

Exclusive of Engineering . . . . $ 449,268

Per cent of time elapsed 21 %

Estimated cost of completed project, exclusive of engineering . . . . $______

Estimated per cent overrun or underrun . . . . ______%

Per cent of contract completed, based on total contract price . . . . ______%

Engineering authorization . . . . $ 34,394

Engineering cost to date $ 6794, 20 %

Date project was completed ______, 19__

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Have completed cross sectioning borrow area East of Sheridan. "Na" line has been staked and R/W pins set. South Sheridan interchange has been staked and R/W pins and and reference pins set. Slope staking is proceeding on interchange. Have also been setting R/W pins on West end of project working to the East. All Utility Companys have been contacted and ask to submit estimates.

RECEIVED
MAY 7 1956
OFFICE OF
CONSTR[illegible]

NOTED
R. D. AS[illegible]

NOTED
W. T. WRIGHT

NOTED
L. H. Young

NOTED
C. E. PAULSEN

Signed David H. Mackning by Corlie P. Hartt

Address P.O. Box 411, McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86365

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.03	7.03			
Miles partially completed	0	0			
Miles completed	0	0			
Total estimated quantities (contract)	800,000	3550			
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers..........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	clear		
Wednesday	cloudy		
Thursday	"		
Friday	"		
Saturday			

Form E-1-Rev 6-55—10M

O[illegible]EGON STATE HIGHWAY DEPARTM[illegible]T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 28, 1956

Section Wallace Bridge - Sheridan

Kind of work Grading

Highway Salmon River

Section prefix 36-1033

Contractor Roy L. Houck & Sons

Contract number 4654

Date of contract March 9, 1956

Date of completion November 30, 1956

Date work started ...., 19....

Estimated date of completion ...., 19....

Project authorization $ 483,662

Exclusive of Engineering $ 449,268

Per cent of time elapsed 19 %

Estimated cost of completed project, exclusive of engineering $........

Estimated per cent overrun or underrun ....%

Per cent of contract completed, based on total contract price ....%

Engineering authorization $ 34,394

Engineering cost to date $ 5770, 18 %

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Field crew stked South Sheridan Interchange and "Na" line at East end of job. Have also started cross sectioning on Borrow Area.

NOTED
R. D. [illegible]

NOTED

NOTED
G. H. Young

RECEIVED
APR [illegible]

NOTED
W. T. WRIGHT

Signed

NOTED
C. E. RAU[illegible]

Address 117 Calloway St., McMinnville

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.03	7.03			
Miles partially completed	0	0			
Miles completed	0	0			
Total estimated quantities (contract)	800,000	3550			
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	clear		
Wednesday	cloudy		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
APR 25 1956
FOR FILING

U-417(19)
4654

April 24, 1956

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith a copy of contract No. 4654, which was awarded to you on March 28 by the State Highway Commission, covering bridge, grading and paving on the Willamette River (Springfield) Bridge Section of the McKenzie Highway in Lane County. This copy is for your files.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 21, 1956

Section Wallace Bridge - Sheridan
Highway Salmon River
Contractor Roy L. Houck & Sons
Date of contract March 9, 1956
Date work started , 19
Project authorization $483,662
Exclusive of Engineering $449,268

Kind of work Grading
Section prefix 36 - 1033
Contract number 4654
Date of completion November 30, 1956
Estimated date of completion , 19
Per cent of time elapsed 16 %

Estimated cost of completed project, exclusive of engineering $
Estimated per cent overrun or underrun %
Per cent of contract completed, based on total contract price %
Engineering authorization $ 34,394
Engineering cost to date $ 5770, 17 %
Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Field crew spent 1 day establishing Bridge ends and bents for Yamhill River crossing bridge.

NOTED

NOTED
W. T. WRIGHT

NOTED
L. H. Young

NOTED
V. D. WOLFE

Signed Daniel H Moehring
Address 117 Galloway St., McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86285

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.03	7.03			
Miles partially completed	0	0			
Miles completed	0	0			
Total estimated quantities (contract)	800,000	3550			
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
APR 11 1956
FOR FILING

11-117 (19)
4654

March 28, 1956

Hamilton & Thoms
Box 746
Eugene, Oregon

Gentlemen:

The State Highway Commission on March 2, 1956 accepted your proposal for construction of a reinforced concrete and structural steel girder bridge over the Willamette River at Springfield in Lane County for the sum of $414,891.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4654.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attn: Dorothy McCormack

R. G. Savage (SHC)
Forrest Cooper
S. H. Probert
P. M. Stephenson

RECEIVED
MAR 29 1956

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM
DAY LETTER
NIGHT LETTER

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHORE SHIP

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 28, 1956
3:32 p.m.

Hamilton & Thoms
Eugene, Oregon

Contract for Springfield Bridge, Lane County for which you submitted low bid on March 2, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

RECEIVED
MAR 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 29 1956
FOR FILING

U-117(17)

46-4

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1956

SUBJECT: Springfield Bridge Section
McKenzie Highway
Lane County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

This is to advise that the condemnation complaint on the last portion of right of way necessary for this project will be placed in the mail today. As far as this department is concerned, the contract can be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:smj

RECEIVED
MAR 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 2 - 1956
FOR FILING

U-117(19)

4654

March 28, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
400 State Highway Building
Salem, Oregon

Dear Sir:

Re: Willamette River (Springfield)
Bridge Section
F.A.P. Oregon U-117(19)

On March 2, 1956, the Highway Commission accepted the low bid of Hamilton & Thomas, Eugene, Oregon, in the amount of $414,091.50 for the above project and instructed the Engineer to award the contract to the low bidder when all necessary rights of way were acquired. All rights of way for the project have been acquired, and the Engineer proposes to award the contract to the low bidder as of this date. May we have your concurrence in the award of this contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DGD/dp

cc C. A. Gardner

RECEIVED
FEB 15 1956
FOR FILING

U-117(19)
4659

February 14, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Plans for the Willamette River (Springfield) Bridge Project U-117(19) for which bids are to be called soon, call for 18,000 cu. yds. of gravel borrow for embankment construction, this borrow to come from a state controlled gravel bar in and alongside the Willamette River.

As excavations in this bar will be under water in part and will be subject to flooding at times, measurement of the materials in excavation would be impossible or at least of doubtful accuracy.

In view of this situation, we request your approval of our specifying measurement "in the hauling vehicles" for this gravel borrow.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:la

RECEIVED
DEC 2 1955
FOR FILING

4-117(19)

4654

December 1, 1955

Oregon State Highway Commission

Gentlemen:

In our current program we have an allocation of $811,000 for the building of a new bridge across the Willamette River at Springfield. This new bridge is to be exactly parallel to the existing bridge and will carry one-way traffic eastbound, while westbound traffic will be routed on the existing bridge. Our present estimate of cost indicates that there will be a material underrun of the $811,000 allocation.

We plan to call bids on this project in January, and I recommend your approval of the location as indicated on the attached sketch map.

This will be on the next agenda.

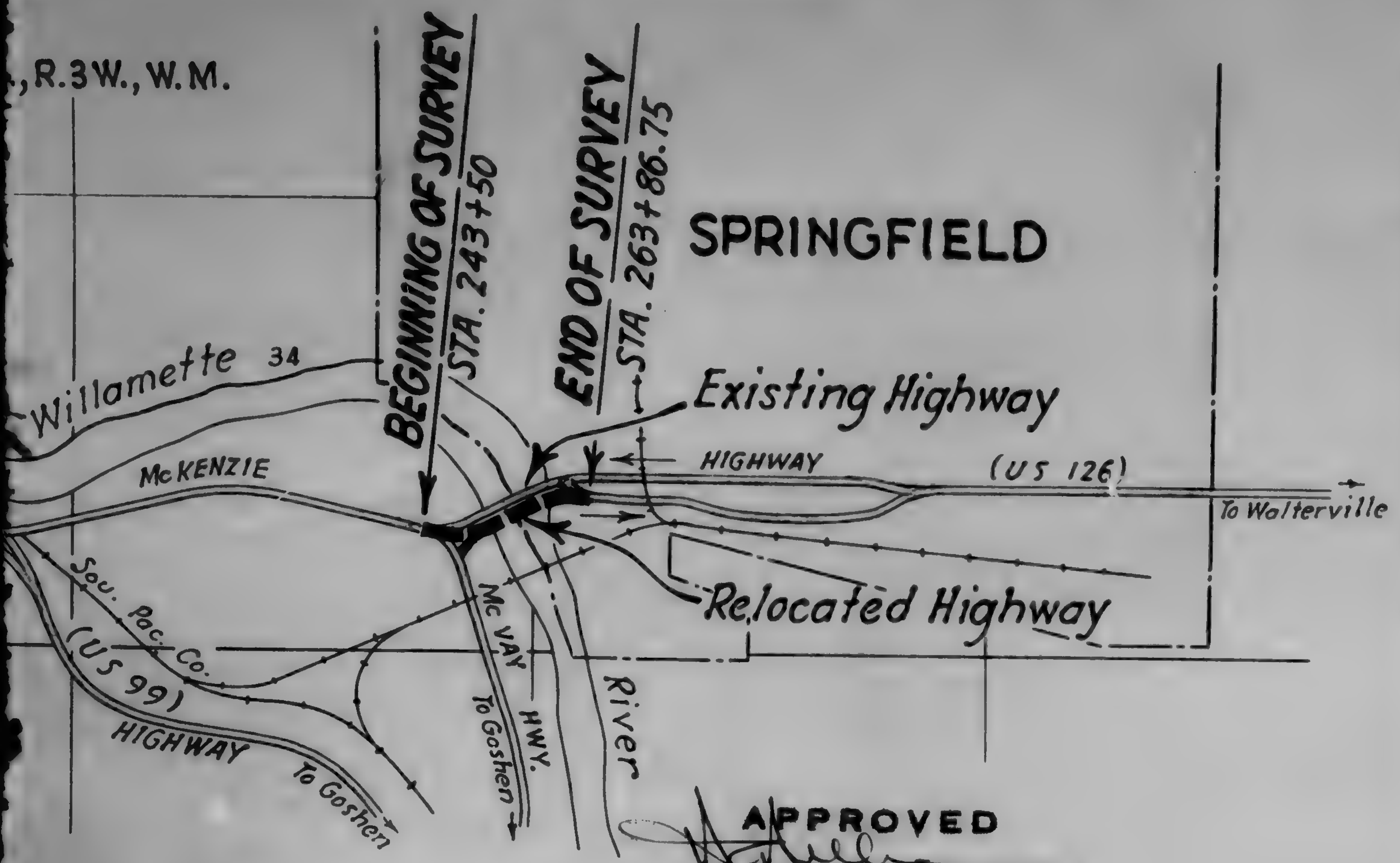
Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me
Attachment

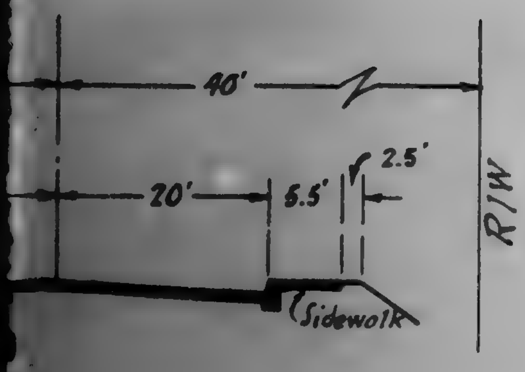
cc Mr. Forrest Cooper
Mr. R. L. Porter

IR-5-829



APPROVED
H. Hill
DEPUTY STATE HIGHWAY ENGINEER
Date 12-1-55

AL SECTION



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

WILLAMETTE RIVER(SPRINGFIELD) BR. SECTION

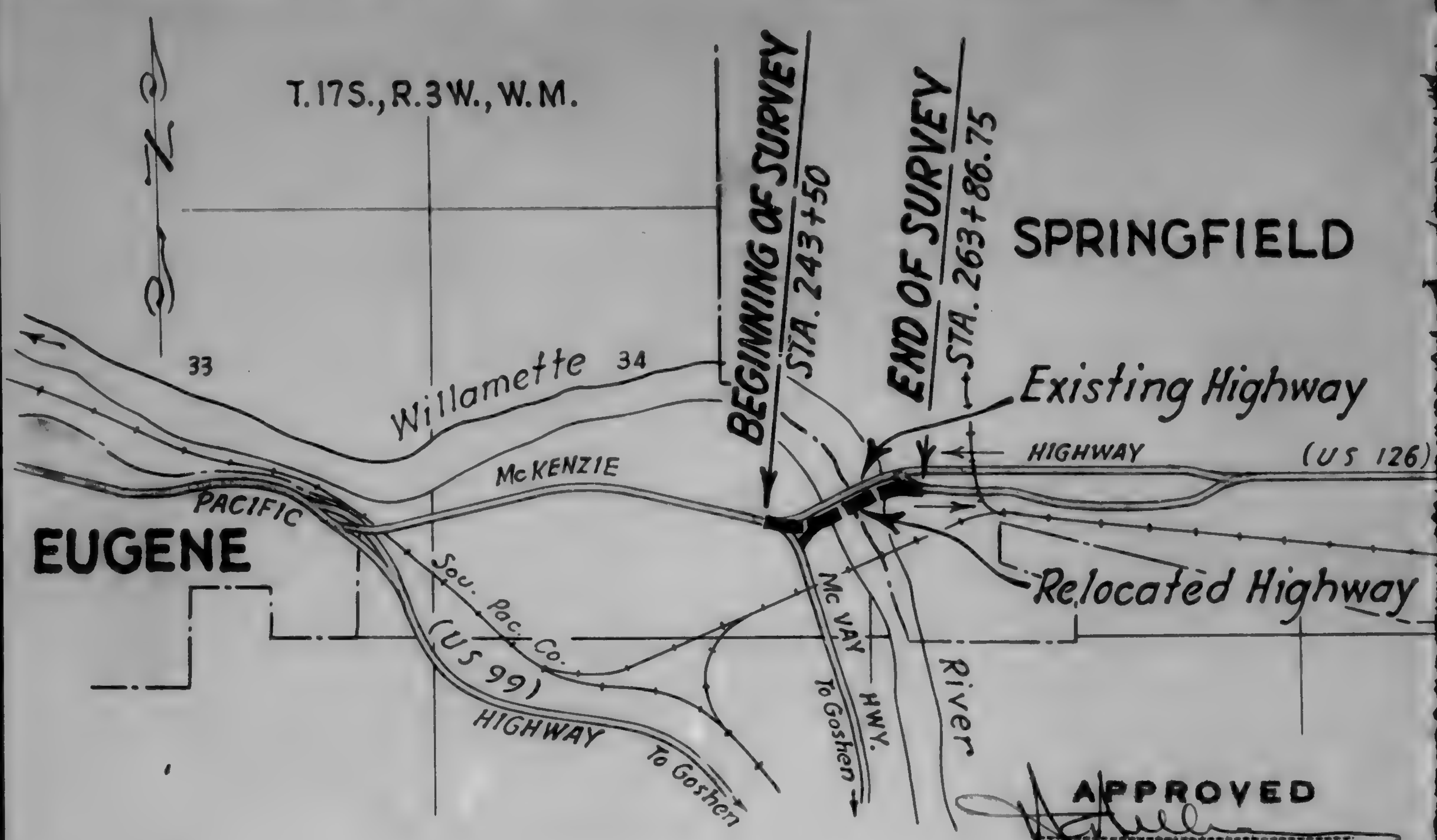
McKENZIE HIGHWAY

LANE COUNTY

Scale: 1" = 2000'   Dec., 1955

DRG. NO. IR-5-829

See 5B-36-8 & 6B-3-15 for details

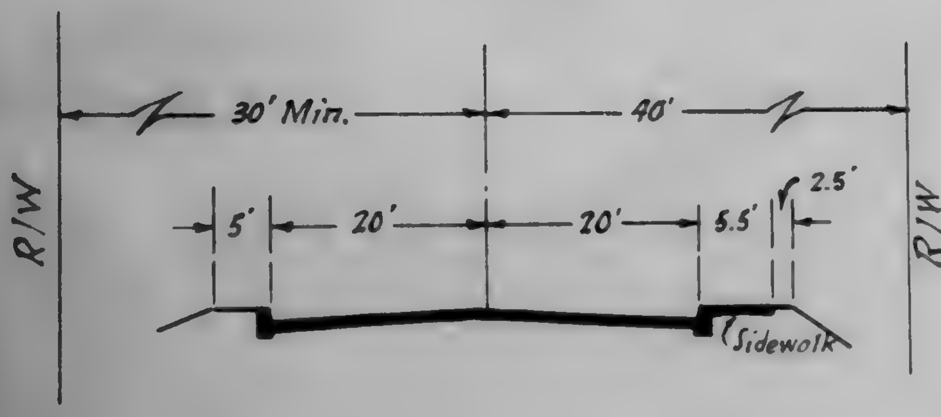


APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 12-1-55

TYPICAL SECTION



OREGON STATE HIGHWAY DEPA

Survey Approval Ma

WILLAMETTE RIVER(SPRINGFIELD)

McKENZIE HIGHWA

LANE COUNTY

Scale: 1" = 2000' De

DRG. NO. 1R-5-829

Sec 5B-36-8 & 6B-3-15

RECEIVED
NOV 10 1955
FOR FILING

November 10, 1955

Mr. Edward C. Harms, Jr.
Mayor
Springfield, Oregon

Dear Mr. Harms:

The survey has been completed for the Springfield bridge over the Willamette River, and work is under way on preparation of the plans. It is anticipated that bids will be received on the project at the Commission meeting of late January or early in March, 1956.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson

GSP:gm

City of Springfield

SPRINGFIELD, OREGON
OFFICE OF THE MAYOR
EDWARD C. HARMS, JR.

November 8, 1955

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

I wonder if you could advise me as to the present status of plans regarding a second bridge across the Willamette River on Highway 126?

It was my understanding that the contract was to be let for this project in 1955, but I note it was not among the recent projects let for bids.

I would appreciate your advising me on the proposed time schedule on this project at present.

Very truly yours,

Edward C. Harms Jr.

EDWARD C. HARMS, JR.
Mayor

ECH:ph

REFERRED TO
Paxson
By State Highway Engineer
Please
prepare
answer

RECEIVED
1955
OFFICE OF
STATE HIGHWAY ENGINEER

Jan. letting

8-86 (1) Hinkle-Bucks Corner Sec. 1956
Hinkle Undercrossing
4655

RECEIVED
JU NOV 7 - 1958
FOR FILING

[illegible]

4655

November 6, 1958

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Some time ago you contacted us relative to the final billing of the Railroad's cost at the Hinkle Undercrossing. All reports are now in and this billing has been sent to our Auditor to make up the billing to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gn

cc Mr. W. C. Williams
Mr. C. A. Gardner

RECEIVED
JU NOV 7 - 1958
FOR FILING

A 86 (1)
4655

November 6, 1958

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

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Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. C. A. Gardner

FORM E-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1958

SUBJECT: Hinkle Undercrossing

To:

Mr. C. A. Gardner

The Union Pacific Railroad Company advises that it has not yet received the billing for the Railroad's cost at the Hinkle Undercrossing and has asked that we immediately bill them so that this project can be finalled out. Will you please see what you can do in this matter.

G. S. Paxson

GSP:gm

G.S.P. info to auditor to bill U.P. Co. 11/3/58.

RECEIVED
NOV - 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] DIVISION

RECEIVED
MAR [illegible] 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 14, 1957

(CONTRACT NO.) S86 (1)	(EST. NO.)	(CONTRACTOR)	
4655	8-Final	George E. Berry	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5560	H-175885	$ 4,902.30	3/14/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: None

Completion Date: Sept. 28, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-22-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 22 1957

Ruth Rawlings

RECEIVED
MAR 13 1957
FOR FILING

[illegible]

4655

March 12, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4655 for work performed on the Hinkle-Bucks Corner Section of the Hermiston Secondary Highway in Umatilla County was completed by the contractor, George E. Berry, on September 28, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $4,992.30 will be paid to the contractor on or after March 22, 1957. The total contract amount is $106,700.48, of which amount $1,639.52 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

1

RECEIVED
OCT 22 1956
FOR FILING

S-86(1)

4655

October 19, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release Semi-final payment to George E. Berry on contract No. 4655, covering structure, grading and oiling on the Hinkle-Bucks Corner Section of the Hermiston Secondary Highway in Umatilla County.

This payment, in the amount of $6,569.20, will be released to the contractor on or after October 29, 1956. The retained percentage is $3,145.61.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1936

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 5, 1956

Section Hinkle - Bucks Corner

Kind of work Structure- Grading & Oiling

Highway Hermiston Secondary

Section prefix 130-1050 S -86 (1)

Contractor George E. Berry

Contract number 4655

Date of contract March 28, 1956

Date of completion Sept. 30, 1956

Date work started March 17, 1956

Estimated date of completion Sept. 30, 1956

Project authorization $ 156,262.50

Exclusive of Engineering $ 145,150.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering Refer Bridge Engr's Report $

Per cent of contract completed, based on total contract price %

Engineering authorization $ 11,112

Crew 098-00

Engineering cost to date $ 6555.00, %

Date project was completed Sept 28, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate data covering the grading and Oiling portion of the work on this project was turned over to Resident Engineer Peterson on Monday Oct. 1.

****

BUCKS CORNER UNIT

A revision was run Sta. 58 to Sta. 71+ per outline of Mr. Edward's letter Sept. 19, cross sections plotted, and data forwarded to the Division Office on Oct. 2

UMATILLA BRIDGE UNIT

Field crew staked out Bents for Bridge Construction for Engineer Peterson on Thursday.

NOTED
W. T. WRIGHT

RECEIVED
[illegible] 1956
OFFICE OF
CONSTRU[illegible] ENGINEER

Noted
M. N. Juve

NOTED
FORREST COOPER

NOTED
L. H. Young

Signed C. C. [illegible]

Address P.O. Box 542 Hermiston

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 7709

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.14	0.48		0.48	
Miles partially completed				-	
Miles completed	1.14	0.48		0.48	
Total estimated quantities	78000	3420		39 Tons	
Estimated quantities moved or placed to date	77681	3374		39.22	
Average daily quantities	77681	3374		39.22	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
SEP 13 1956
FOR FILING

S-56(1)
08-35
465

September 6, 1956

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your request for approval of individual project program change dated August 31, 1956 regarding Item 420 of the Federal-aid Secondary Highway Program. The change involved paving of a connection extending from the south end of Project No. S-86(2), Hinkle-Bucks Corner, to the Old Oregon Trail Highway, Interstate Route 2 and widening of the Old Oregon Trail Highway to provide temporary left turn refuges. The connection proposed, utilized the northwest quadrant ramp of the preliminary design for an interchange on a proposed ultimate interstate location. Since the geometric design of the interchange does not appear to be completely satisfactory and traffic service characteristics to be provided by the temporary intersection are not desirable, Federal participation in these items is not approved. However, consideration will be given for provision of incidental surfacing on a temporary connection along the county road at Station 61 to the existing Hermiston highway if such a solution would be satisfactory.

Very truly yours,

C. G. POLK
District Engineer

Original in [illegible]

NOTED
FORREST COOPER

RECEIVED
SEP 7 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 13 1956
FOR FILING

S-86 (1)

08-35

465

September 6, 1956

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

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Reference is made to your request for approval of individual project program change dated August 31, 1956 regarding Item 420 of the Federal-aid Secondary Highway Program. The change involved paving of a connection extending from the south end of Project No. S-86(2), Hinkle-Bucks Corner, to the Old Oregon Trail Highway, Interstate Route 2 and widening of the Old Oregon Trail Highway to provide temporary left turn refuges. The connection proposed, utilized the northwest quadrant ramp of the preliminary design for an interchange on a proposed ultimate interstate location. Since the geometric design of the interchange does not appear to be completely satisfactory and traffic service characteristics to be provided by the temporary intersection are not desirable, Federal participation in these items is not approved. However, consideration will be given for provision of incidental surfacing on a temporary connection along the county road at Station 61 to the existing Hermiston highway if such a solution would be satisfactory.

Very truly yours,

C. G. POLK
District Engineer

(Original [illegible])

NOTED
FORREST COOPER

RECEIVED
[illegible] 1956
OREGON
STATE H[illegible]

RECEIVED
AUG 1 1956
FOR FILING
FORM E-30X—27,500—2-55—02007

5-86 (1)
4655

RAILROAD COMPANIES
FILE No. R-4654

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1956

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
OFFICE

Herewith for filing final approved copy of Union Pacific Railroad Company State of Oregon Agreement, covering the Hinkle Railroad Grade Separation Project.

P. M. Stephenson
P. M. Stephenson
Bridge Engineer

CAG/kcs
Attached

Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

JULY 24, 1956

(File Ref. D 9236 - 32 - 1)

Mr. P. M. Stephenson,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

HINKLE UNDERCROSSING

Herewith for your records is State's copy of completed agreement on the captioned project.

Yours very truly,

W. B. Vercoe,
Division Engineer

enc. 4-2-56.

CPR 8-2057

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oreg
County Umatilla
Project No. S-86(1)

-86(1)
4155

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.316 miles of grading, drainage, 2-lane high type pavement, and bridge construction, (Character of work)

between FAS-443 approximately 9 miles southwest of Echo and FAS-462 in Hermiston (Control points)

consisting of 0.816 miles of roadway and one (Number) bridge totaling 0.000 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eighty two thousand and 00/100 dollars ($ 82,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred thirty nine thousand, eight hundred ten and 00/100 dollars ($ 139,810.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By ______
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

______
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By ______
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-86(1)

HINKLE-BUCKS CORNER SECTION OF THE HERMISTON HIGHWAY IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, April 12, 1958

Type Code 5231
Roadway (Sta. 4+00 to Sta. 21+34.61)(Contract No. 4655)

All	Required	Clearing and Grubbing (30%)	$	$ 300.00
4	cu. yds.	Drainage Excavation, Unclassified	4.00	16.00
47,000	cu. yds.	General Excavation, Unclassified	0.255	11,985.00
0.33	mile	Finishing Roadbed and Slopes	500.00	165.00
40	lin. ft.	12-inch Corrugated Metal Pipe	3.30	132.00
2,700	cu. yds.	Coarse Crushed Material in Base	2.80	7,560.00
720	cu. yds.	3/4" - 0 Material in Base	3.10	2,232.00
80	M-gal.	Sprinkling	3.00	240.00
0.33	mile	Preparation of Base	500.00	165.00
60	cu. yds.	3/4" - 0 Material in Binder Course	4.60	276.00
300	cu. yds.	Furnishing and Placing Aggregate	4.60	1,380.00
10	tons	MC-2 Asphalt	55.00	550.00
22	tons	150-200 Asphalt	50.00	1,100.00
7	tons	RS-1 Asphalt	50.00	350.00
				$ 26,451.00
All	Required	Flagging (57½% of Contractor's Cost)		600.00
		Subtotal		$ 27,051.00
		10% Engr. & Cont.		2,705.10
		Total		$ 29,756.10

Length of Roadway 0.329 Mile
Cost of Roadway Per Mi. $90,444.07

Type Code 0010
Roadway (Sta. 21+34.61 to Sta. 50+18.32)(Contract No. 4655)

All	Required	Clearing and Grubbing (70%)	$	$ 700.00
46	cu. yds.	Drainage Excavation, Unclassified	4.00	184.00
31,000	cu. yds.	General Excavation, Unclassified	0.255	7,905.00
344,000	yd. sta.	Short Overhaul	0.015	5,160.00
12,600	C-yd.sta.	Long Overhaul	0.38	4,788.00
0.83	mile	Finishing Roadbed and Slopes	500.00	415.00
70	lin. ft.	12-inch Corrugated Metal Pipe	3.30	231.00
160	lin. ft.	18-inch Corrugated Metal Pipe	5.35	856.00
		Subtotal		$ 20,239.00
		10% Engr. & Cont.		2,023.90
		Total		$ 22,262.90

Length of Roadway 0.487 Mile
Length of 1 Structure 0.059 Mile
Total Length 0.546 Mile
Cost of Roadway Per Mi. $45,714.37

Type Code X630
Hinkle Undercrossing (Sta. 9+77.82)(Contract No. 1655)

All Required	Earthwork at Structure Site	$	$ 7,000.00
460 cu. yds.	Class "A" Concrete	56.00	25,760.00
35,000 lbs.	Metal Reinforcement	0.13	4,550.00
All Required	Structural Steel		13,500.00
All Required	Remove Old Structure		4,000.00
			$ 54,810.00
All Required	Work to be performed by OWRR & N Co.		25,000.00
	Subtotal		$ 79,810.00
	10% Engr. & Cont.		7,981.00
	Total		$ 87,791.00

Length of Structure 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grade and Oil	$ 29,756.10	$17,452.00	$12,304.10
Grading	22,262.90	13,058.00	9,204.90
Structure	87,791.00	51,490.00	36,301.00
	$139,810.00	$82,000.00	$57,810.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUN 18 1956
FOR FILING

FORM E-20X

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1956

SUBJECT: Hinkle-Bucks Corner
Hermiston Secondary
Contract No. 4655

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 391243, dated June 12, 1956 showing 10 percent excess passing the ¼-inch screen in the 3/4"-1/4" material being produced, and that the material represented by the sample is unsuitable for the use intended.

Will you please instruct the resident engineer that unsuitable material cannot be accepted. As an aid in determining the suitability of aggregate, it is suggested that site screening will indicate whether the material in question can be accepted or not. In the production of minor quantities of material field checking will save the contractor a great deal of unnecessary work.

Will you please instruct the resident engineer in submitting samples of improved aggregate to the laboratory to so mark the samples that it is clear they represent corrected material.

Forrest Cooper
Construction Engineer

By
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 23 1956
FOR FILING

2 #4

[illegible] 55

Salem, Oregon
May 1, 1956

Hinkle Undercrossing project

Mr. P. M. Stephenson

Herewith copy of a letter from George Berry with reference to additional costs due to delay in the railroad work. Probably a large part of the expenditures which he has made to date would have been made regardless of the delay by the railroad. It is probable, however, that the unreasonable delay in the railroad work has caused him some additional expense.

Please make a complete investigation of the matter so that we can arrive at some equitable settlement.

G. S. Paxson

GSP:gm
Encl.

GEORGE E. BERRY
2640 S. W. Cedar Hills Blvd.
BEAVERTON, OREGON

REFERRED TO
Paxson
BY DEPUTY STATE HIGHWAY ENGINEER

April 30, 1956

Oregon State Highway Commission
Reference to Contract No. 4655
Hinkle Bucks Corner Structure, Grading & Oiling

Dear Sirs:

I bid this job December 20, 1955 with the expectation of completeing it by June 1, 1956. After extended search, I was able for an additional $500.00, to secure steel that could be fabricated for May 20 delivery. After repeatly extending the time of award of this contract due to the Union Pacific Railroad's failure to sign the agreement with the Oregon State Highway Department; I was awarded the contract on March 28, 1956. My insurance was accepted by the railroad March 30, 1956. At that time I was assured by the Union Pacific, that they would start work on the temporary structure immediately and have been promised this every week since. During this time both the Railroad and the State Resident Engineer have felt that I should have someone available to help with their work. I have put up lights and signs to safe gaurd the public. I have made every effort to protect and expedite the flow of traffic through this work.

After 4 months I am still unable to preform any work on the structure; and it looks as if it will be at least another 3 weeks before I will be permitted to start. For the last six weeks I have maintained a crew ready to work and my expenses have now reached over $2000.00. I feel that I should be entitled to extra compensation on this job to cover this expense.

Yours truly,

George E. Berry

George E. Berry

RECEIVED
MAY 1 1956
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
APR 25 1956
FOR FILING

5-56(1)
4655

April 24, 1956

Mr. George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4655, which was awarded to you on March 28 by the State Highway Commission, covering structure, grading and oiling on the Hinkle-Busks Corner Section of the Hermiston Secondary Highway in Umatilla County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 25 1956
FOR FILING

5-56(1)
4655

April 24, 1956

Mr. George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4655, which was awarded to you on March 28 by the State Highway Commission, covering structure, grading and oiling on the Hinkle-Bucks Corner Section of the Hermiston Secondary Highway in Umatilla County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

FORM 2-120 50M REVISED 3-53

RECEIVED
APR 9 - 1956
FOR FILING
3-86 (1)
4557

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Cross Referenced To:
Odin
U. S. Eng'r
War Dept-Gen

April 6, 1956

CERTIFIED MAIL

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Re: Pux 133-Hinkle Undercrossing
Hermiston Secondary Highway
Umatilla County

Dear Mr. Kidder:

Herewith I return to you duplicate copies of easement and construction agreement relative to the Hinkle Undercrossing project, your File D 9236 - 32 - 1. Both copies have been executed and acknowledged by the State Highway Commission and the instrument is dated at the top of page 1 in accordance with your request.

It is understood that after execution by the Railroad Companies, one complete copy will be returned to this office. At that time, we would like to have ten additional prints of Exhibit "A" attached to the agreement.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. G. S. Paxson ✓
Mr. P. M. Stephenson
Mr. H. B. Glaisyer

NOTED
G. S. PAXSON

RECEIVED
6 1956
OFFICE OF
STATE [illegible] ENGINEER

Salem, Oregon
April 4, 1956

Pux 133-Hinkle Undercrossing
Hermiston Secondary Highway
Umatilla County

Mr. J. W. DeSousa
Assistant Counsel
Office

Attached hereto are the original and duplicate copy of easement and construction agreement with the O.W.R. & N. Railroad Company relative to the Hinkle Undercrossing project on the Hermiston Secondary Highway in Umatilla County. These copies have been executed by the State Highway Commission and are now ready for the signature of the proper officials of the Railroad Company.

When fully executed please return one copy to this office for the Commission's files.

Floyd Query
Assistant Secretary

rn
Attach: 2

FORM E30—50M—2-55—82906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 29, 1956

SUBJECT: Pux 133-Hinkle Undercrossing
Hermiston Secondary Highway
Umatilla County

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you original and duplicate copy of easement and construction agreement relative to the Hinkle Undercrossing project on the Hermiston Secondary Highway in Umatilla County. The form of agreement has been examined by Mr. Paxson and by Mr. Stephenson and has been approved as to engineering features. The instrument is approved by this office as to form.

After execution by the State Highway Commission, please return both copies to me for further handling.

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson
Mr. P. M. Stephenson

AUTHORIZED BY HIGHWAY COMMISSION
DATE Contract awarded 3-28-56
H B Glaisyer
Secretary

RECEIVED
APR 11 1956
FOR FILING

5-86 1.1
4655

WESTERN UNION
TELEGRAM

March 28, 1956

Mr. George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on December 20, 1955 accepted your proposal for construction of a 46 ft. steel and reinforced concrete undercrossing of the UP Railroad Company tracks, the highway roadbed and stone base, and an oil-mat surface on Hinkle-Becks Corner Section of the Hermiston Secondary Highway, Umatilla County, for the sum of $101,500 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4655.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Wash.

Attn: Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert
F. M. Stephenson

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

March 28, 1956
4:25 P. M.

George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Contract for Hinkle-Bocks Corner Section of Hermiston Secondary Highway, Umatilla County, for which you submitted low bid on December 20, 1955 awarded you today. Project assigned Contract No. 4655. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files ✓

PMS/dp
Attached

REFERRED TO
Filing
BY SECRETARY

insert attached letter in contract when awarded & filed
4655

Letter referred to is in contract.
gl

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

March 28, 1956
4:25 P. M.

George E. Berry
2640 S.W. Cedar Hills Blvd.
Beaverton, Oregon

Contract for Hinkle-Bocks Corner Section of Hermiston Secondary Highway, Umatilla County, for which you submitted low bid on December 20, 1955 awarded you today. Project assigned Contract No. 4655. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files ✓

PMS/dp
Attached

REFERRED TO
Jerry
BY SECRETARY

insert attached letter in contract
when awarded & file
HBG

Letter referred to is in contract.
gl

RECEIVED
APR 12 1956
FOR FILING

File

F-96 (1)

4655

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1956

SUBJECT:

To:

Mr. H. B. Glaisyer
Secretary
Office

Attached is a copy of a letter sent to Mr. George E. Berry, the low bidder on the Hinkle Undercrossing project in Umatilla County. At the bottom of this copy of the letter, Mr. Berry has agreed to extend the period for awarding the contract to April 3, 1956.

P. M. Stephenson

P. M. Stephenson
Bridge Engineer

PMS/dp
Attached

REFERRED TO Jenny BY SECRETARY

insert attached letter in contract when awarded & filed
HBG

Letter referred to is in contract.
gl

RECEIVED
JAN 3 1956
FOR FILING

FORM 2-90 25M 9-51 52510
S-86 (1)
4655

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1955

SUBJECT: Hinkle-Bucks Corner Section
Hermiston Highway
Umatilla County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

L

[illegible]
W. C. WILLIAMS

All condemnation complaints have now been filed on this project and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
[illegible]

RECEIVED
OCT 31 1955
FOR FILING

5-86-(1)
46-5

Cross Referenced To:
[illegible]

October 28, 1955

Mr. E. F. Kidder, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee
Portland 12, Oregon

Re: Hinkle Undercrossing

Dear Sir:

Our estimate of the cost for the widening of the abutments of the Hinkle Undercrossing to provide for a future second track is as follows:

Excavation	142 cu. yds.	at $ 5.00	$ 710.00
Class A Concrete	130.5 cu. yds.	at 60.00	7,830.00
Metal Reinforcement	3,284 lbs.	at .12	394.08
		Subtotal	$ 8,934.08
		Contingencies & Engineering (12½%)	1,116.76
		Total Estimated Cost	$10,050.84

Very truly yours,

R. H. Baldock
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

OSP:lg

cc Mr. P. M. Stephenson

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1955

SUBJECT:

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
Office

Dear Sir:

The following is an estimate of cost for increasing the length of both abutments of the proposed Hinkle Undercrossing to provide for a future additional railroad track.

Excavation	142 cu. yds.	at $ 5.00	$ 710.00
Class "A" Concrete	130.5 cu. yds.	at 60.00	7,830.00
Metal Reinforcement	3,284 lbs.	at 0.12	394.08
		Subtotal	$ 8,934.08
		Contingencies & Engineering (12½%)	1,116.76
		Total Estimated Cost	$10,050.84

Very truly yours,

P. M. Stephenson

P. M. Stephenson
Bridge Engineer

PMS/dp

RECEIVED
NOV 1 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 21, 1955

SUBJECT: Pux 133-Hinkle Undercrossing
Hermiston Secondary Highway
Umatilla County

To: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. H. G. Smith (3)
Mr. E. A. Collier (2)
Mr. A. F. Parson (2)

Gentlemen:

Herewith I hand you Order No. 34108, Docket F-2476, issued by the Public Utilities Commissioner under date of October 18, 1955, with reference to the Hinkle Undercrossing on the Hermiston Secondary Highway in Umatilla County.

The order appears objectionable in form, although it is probable that no serious results will follow, on two points.

First, the order provides that the "Railroad will pay such amounts as may be agreed upon to provide for extra abutment widths". The petition set out that the Railroad should compensate the State for the costs of these extra widths "based on final construction quantities and unit bid prices, and, in addition thereto, extra work items necessary in connection therewith". This was admitted in the Railroad Answer and was clearly brought out at the hearing.

Second, the order provides that the Railroad shall pay "reasonable expenses and engineering costs" in connection with the extra abutment work. This point was the matter of considerable controversy during the hearing as our petition provided that the Railroad should bear "such proportion of engineering and inspection costs as the costs of such extra abutment construction shall bear to the total amount to be paid by State to its contractor for the construction of the proposed structure." The Railroad Companies, in their answer, set up that they should be required to pay only "a reasonable proportion of engineering and inspection costs applicable to said structure", which would leave the door open to debate as to what are "reasonable" costs. While on the stand as a witness for the Railroad Companies, Mr. Ralph Baysinger specifically agreed that the order should provide for an allocation of engineering costs in accordance with our petition.

NOTED
G. S. PAXSON

The attention of the office of the Public Utilities Commissioner has been called to these matters, but I do not know what action, if any, will be taken to clarify the order.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:HN
ENCL.
cc: Mr. C. W. Enfield

Order #34108

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2476

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to reconstruct the existing undercrossing at M.P. 7.31 on the Hermiston Secondary Highway No. 333 under the tracks and across the right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Hinkle, known as the HINKLE UNDERCROSSING, in the NW¼ of the SE¼ of Section 28, Township 4 North, Range 28 East, W.M., in Umatilla County, Oregon.) ORDER

The above entitled matter was duly heard on Thursday, September 15, 1955, at 9:00 A.M., in the Temporary County Court House of Umatilla County, at Pendleton, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission;

Howard E. Roos, Attorney, Portland, Oregon
In behalf of Union Pacific Railroad Company;

John R. Gray, County Engineer, Pendleton, Oregon
In behalf of Umatilla County.

On August 2, 1955, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Applicant, filed its application requesting authority to reconstruct an undercrossing of the main line of Oregon-Washington Railroad & Navigation Company, and its Lessee, Union Pacific Railroad Company, hereinafter referred to as Railroad, near Hinkle, in Umatilla County, Oregon. This undercrossing will be part of a new alignment of Hermiston Secondary Highway No. 333 and will replace an existing undercrossing structure which is narrow and obsolete and no longer adequate to carry present day traffic.

Umatilla County withdrew its objections to the proposed construction.

Railroad, in its answer filed September 8, 1955, offered no objection to the construction of an undercrossing at this location provided the structure be safe, proper and suitable; and that the construction be done at no cost to Railroad and in such a manner as not to unreasonably impede, interfere with, or delay Railroad's operations.

On September 12, 1955, Railroad filed amended answer alleging in general the above provisions but stating Railroad would reimburse Applicant for costs of extra widths of abutments to provide for a future railroad track on the northerly side of the structure, and for reasonable expenses and engineering costs in connection therewith.

Evidence was adduced in behalf of parties as set forth above, the hearing was completed, and the matter submitted for determination. Based upon said evidence and record, it is found that:

The estimated average annual daily traffic over the proposed structure will be 1500 vehicles per day based upon 1954 traffic count, and in the future will be augmented by normal annual increases. An average of 18 train movements are presently being conducted over the railroad in this area.

The highway will approach the crossing on a descending grade from the north of 3.95%, and on a descending grade from the south of 1.14%, which grades will be connected by a vertical curve 300 feet in length.

The structure which will carry the railroad tracks over the highway will intersect the highway at an angle of 98 degrees 55 minutes and 30 seconds, and will be of steel construction carried on concrete abutments of sufficient length to provide for a possible future structure in the event of the necessity for a second track. A vertical clearance of 15 feet and 5/8 inches will be provided beneath the structure for roadway vehicles and a roadway 37 feet and 1/2 inch in width between abutments.

A wooden structure on five pile bents will be constructed for temporary use during the construction of the permanent crossing structure.

Applicant will bear all costs of construction and will reimburse Railroad for all necessary and proper expenses incurred in connection with the project, including the installation and removal of the temporary trestles, except that Railroad will pay such amounts as may be agreed upon to provide for extra abutment widths and for reasonable expenses and engineering costs in connection therewith.

Upon completion of the project, Applicant will maintain its roadway and facilities beneath the structure, and Railroad will maintain the structure and its railroad facilities.

From the foregoing it is concluded that the construction of an undercrossing at this location as a part of a highway modernization program is necessary, is in the public interest, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to reconstruct the existing undercrossing at Milepost 7.31 on the Hermiston Secondary Highway No. 333 under the tracks and across the right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Hinkle, known as the HINKLE UNDERCROSSING, in the Northwest Quarter of the Southeast Quarter of Section 28, Township 4 North, Range 28 East, Willamette Meridian, in Umatilla County, Oregon, is granted; and it is further

ORDERED that the structure be constructed in accordance with modern engineering practices, and in substantial conformity as to location and design with the plans and profiles submitted with the application and by this reference made a part hereof; and it is further

ORDERED that Oregon State Highway Commission shall bear all costs of construction of said project, and shall reimburse Oregon-Washington Railroad & Navigation Company, and its Lessee, Union Pacific Railroad Company for all necessary and proper expenses which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and amendments thereof and supplements thereto; except that the Railroad Companies shall bear such costs as may be agreed upon as necessary to provide for extra abutment widths and for reasonable expenses and engineering costs in connection therewith; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, and its Lessee, Union Pacific Railroad Company shall furnish materials as required and perform all necessary and proper work on the project, including construction and removal of temporary trestles, in accordance with agreements with Oregon State Highway Commission; and it is further

ORDERED that, upon completion of the structure, Oregon State Highway Commission shall maintain its roadway and appurtenances thereto beneath the structure, and that Oregon-Washington Railroad & Navigation Company, and its Lessee, Union Pacific Railroad Company shall maintain the structure and the railroad tracks and facilities carried thereon; and it is further

ORDERED that the designation 2A-183.7-B assigned to the crossing shall be continued as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 18th day of October, 1955.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
OCT 12 1955
FOR FILING
FORM E30—50M—10-54—79488

Const
Grade X-ing
Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

Attached is a suggested letter, with enclosures, to the B.P.R. requesting approval as a minor change the revision in the route of FAS 433 (Hermiston State Secondary) which will result from construction of the Hinkle Underpass section. If satisfactory, three copies of the letter of transmittal and three copies of the map should be forwarded to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm
Att.

[illegible]

RECEIVED
OCT 12 1955
FOR FILING

Court
[illegible]
1-73w

October 1[illegible], 19[illegible]

7.

Mr. C. G. [illegible]
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. [illegible]:

Enclosed for your approval as a minor change are three prints of a general highway map, upon which a short revision in the route of FAS 433 in Umatilla County is shown in color. This revision will result from the improvement of the Hinkle Underpass section on a new and improved alignment. No change in the description or mileage is involved.

The Umatilla County Court has approved this revision.

Very truly yours,

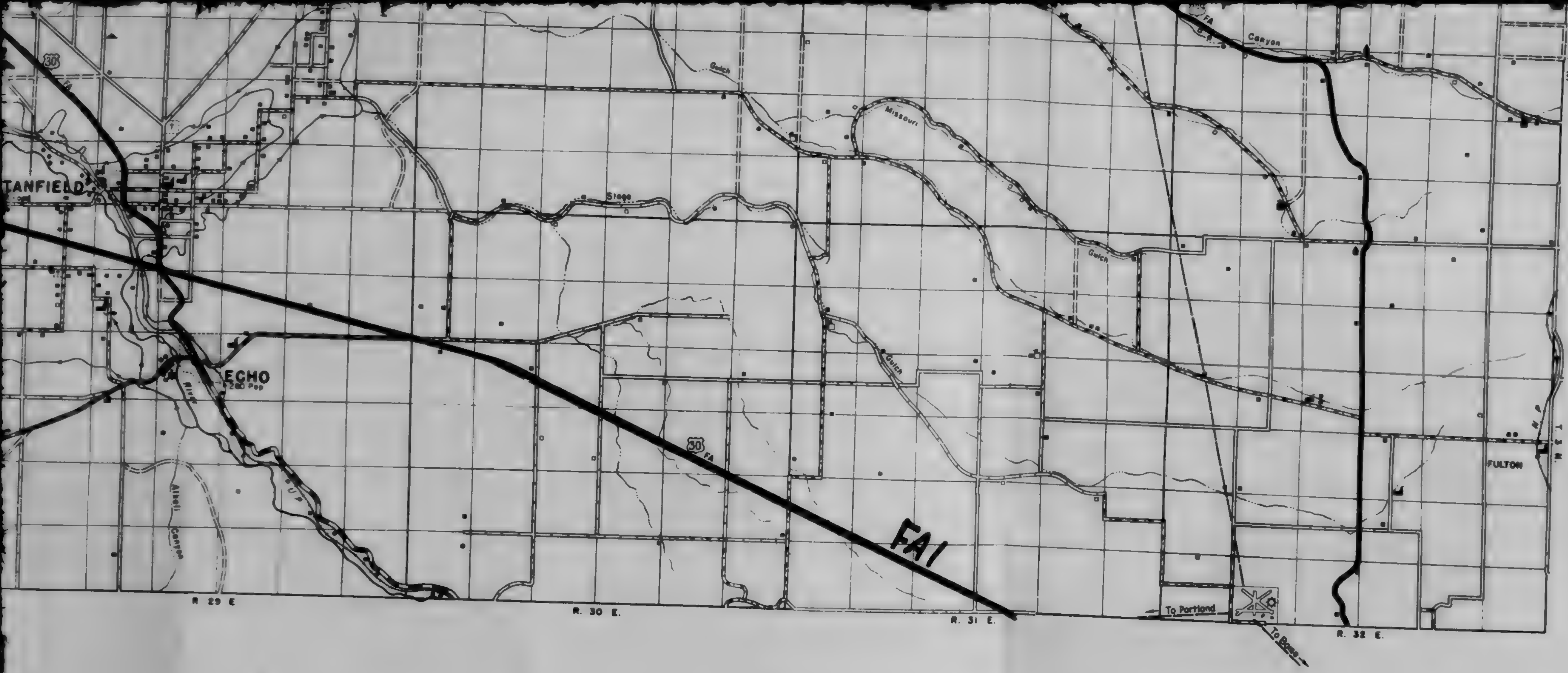
R. H. Baldock
State Highway Engineer

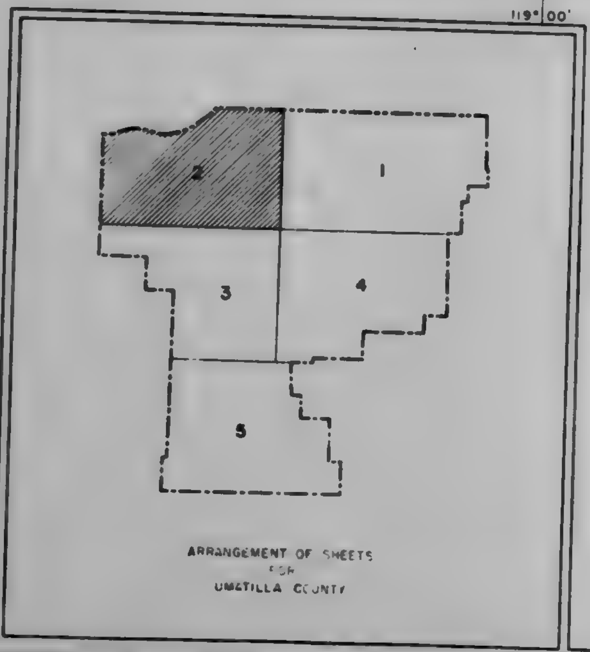
By

W. C. Williams
Deputy State Highway Engineer

JFH:mm
Encl.

cc: J. W. Cattrall
S. E. Probert





ARRANGEMENT OF SHEETS
FOR
UMATILLA COUNTY

GENERAL HIGHWAY MAP
UMATILLA COUNTY
OREGON

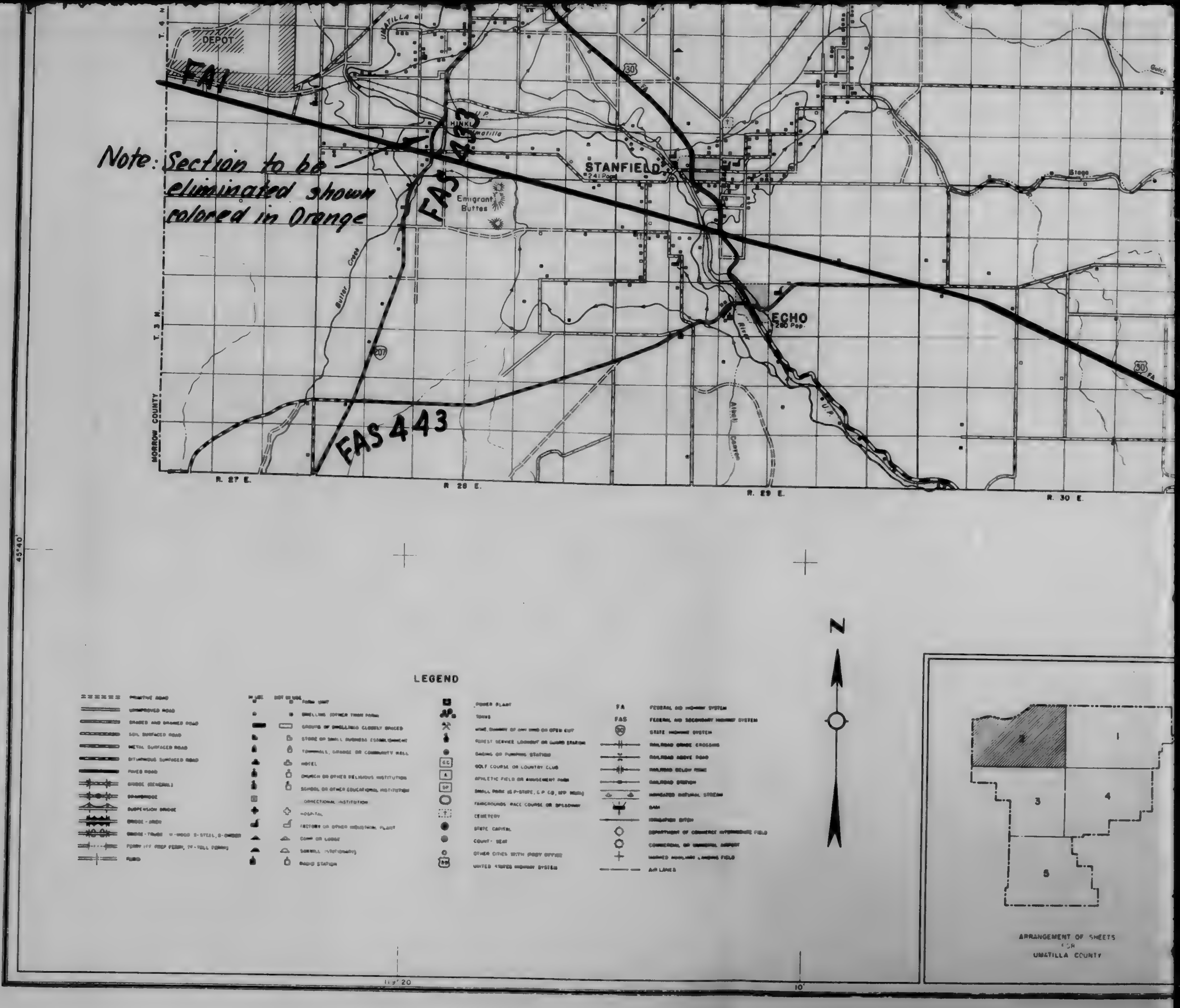
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

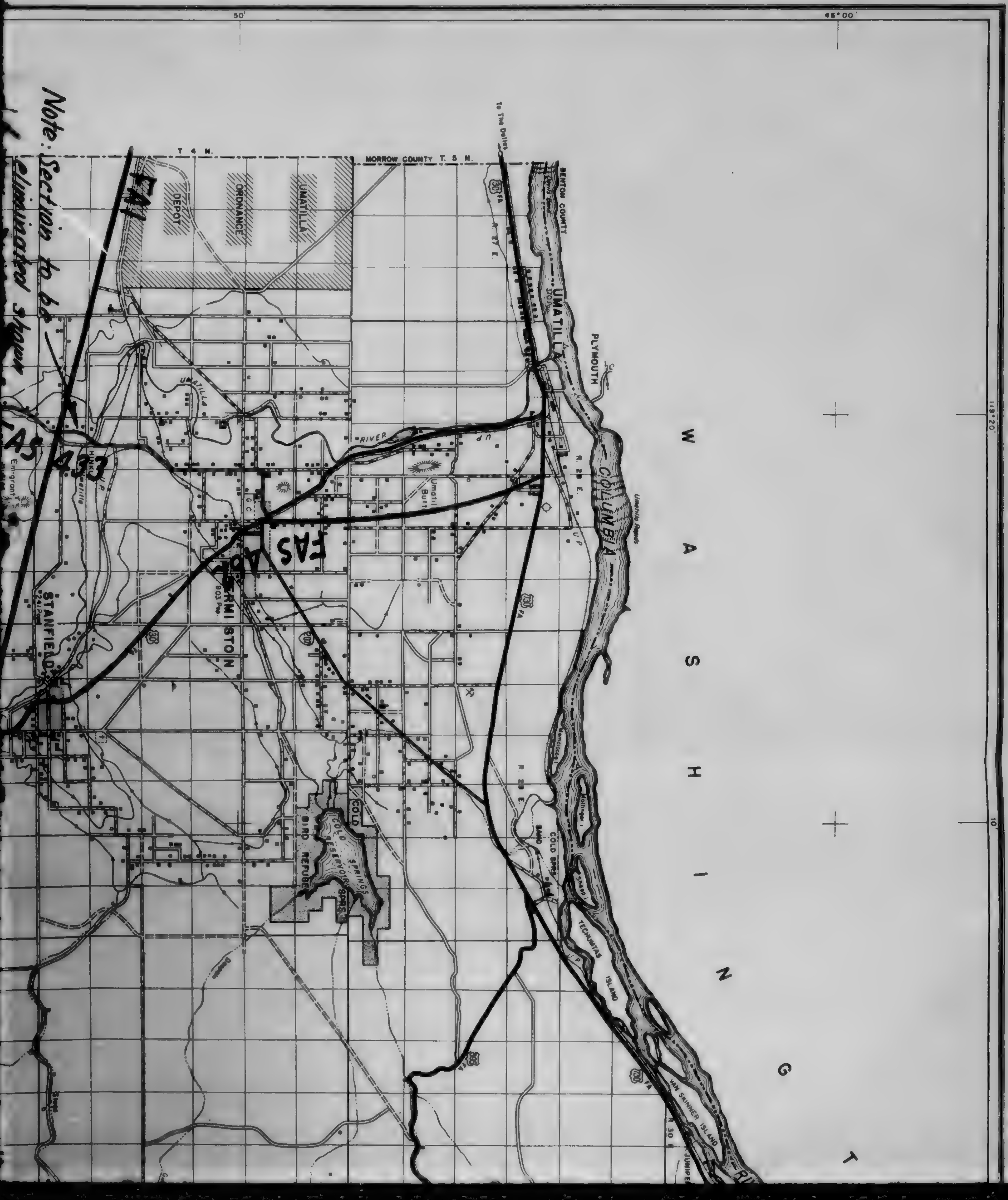
SCALE

1936
REVISED 1939

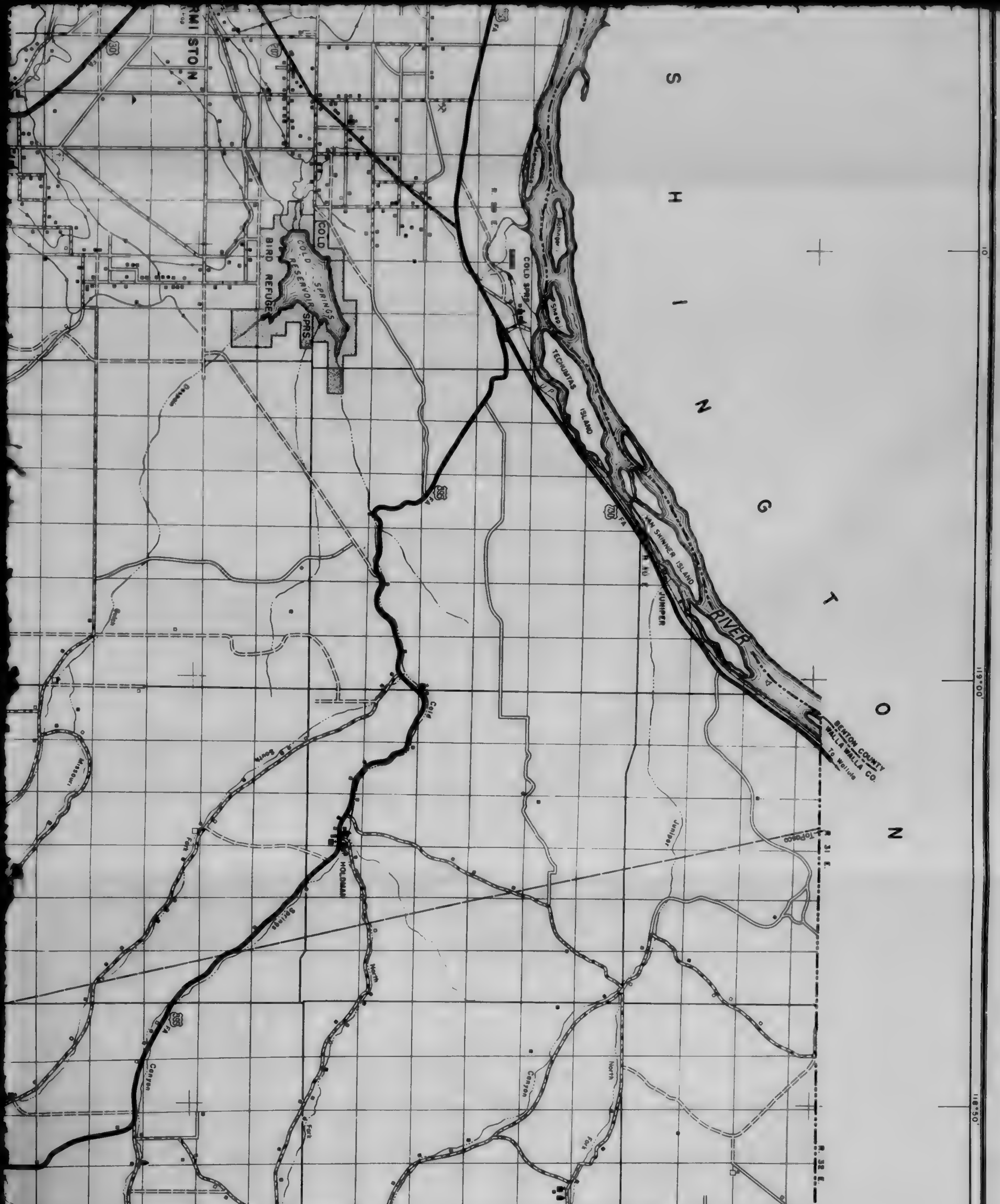
118°50'

SHEET 2 OF 5 Polyconic Projection


Note: Section to be eliminated shown colored in Orange
FA 1
FAS 433
FAS 443
DEPOT
UMATILLA
HINKLE
Umatilla
U.P.
STANFIELD
241 Pop.
Emigrant Buttes
Butter Creek
ECHO
280 Pop.
River
Alkali Canyon
Stage Gulch
30
207
MORROW COUNTY
T. 4 N.
T. 3 N.
R. 27 E.
R. 28 E.
R. 29 E.
R. 30 E.
45°40'
119°20'
10'
N
LEGEND
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
METAL SURFACED ROAD
BITUMINOUS SURFACED ROAD
PAVED ROAD
BRIDGE (GENERAL)
DRAWBRIDGE
SUSPENSION BRIDGE
BRIDGE - ARCH
BRIDGE - TRUSS
FERRY
FORD
IN USE
NOT IN USE
FARM UNIT
DWELLING (OTHER THAN FARM)
GROUPS OF DWELLINGS CLOSELY SPACED
STORE OR SMALL BUSINESS ESTABLISHMENT
TOWNHALL, GRANGE OR COMMUNITY HALL
HOTEL
CHURCH OR OTHER RELIGIOUS INSTITUTION
SCHOOL OR OTHER EDUCATIONAL INSTITUTION
CORRECTIONAL INSTITUTION
HOSPITAL
FACTORY OR OTHER INDUSTRIAL PLANT
CAMP OR LODGE
SAWMILL (STATIONARY)
RADIO STATION
POWER PLANT
TANKS
MINE, QUARRY OF ANY KIND OR OPEN CUT
FOREST SERVICE LOOKOUT OR GUARD STATION
GAGING OR PUMPING STATION
GOLF COURSE OR COUNTRY CLUB
ATHLETIC FIELD OR AMUSEMENT PARK
SMALL PARK
FAIRGROUNDS, RACE COURSE OR SPEEDWAY
CEMETERY
STATE CAPITAL
COUNTY SEAT
OTHER CITIES WITH POST OFFICE
UNITED STATES HIGHWAY SYSTEM
FA
FAS
FEDERAL AID HIGHWAY SYSTEM
FEDERAL AID SECONDARY HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
RAILROAD STATION
INTERMITTENT STREAM
DAM
IRRIGATION DITCH
DEPARTMENT OF COMMERCE INTERMEDIATE FIELD
COMMERCIAL OR MUNICIPAL AIRPORT
MARKED AUXILIARY LANDING FIELD
AIR LANES
1
2
3
4
5
ARRANGEMENT OF SHEETS
FOR
UMATILLA COUNTY



Note: Section to be eliminated shown


HERMISTON
30
207
COLD
BIRD REFUGE
COLD SPRINGS RESERVOIR
COLD SPRS.
COLD SPRS
R. 29 E.
Homoly
Sheep I.
TECHUMTAS ISLAND
U. P.
395
FA
730
FA
VAN SKINNER ISLAND
R. 30 E.
JUNIPER
RIVER
S
H
I
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T
O
N
BENTON COUNTY
WALLA WALLA CO.
To Wallula
To Pasco
R. 31 E.
R. 32 E.
Juniper
Cold
Missouri
South
Fork
Springs
HOLDMAN
North
Canyon
Fork
Canyon
North
Fork
RING
WALLA WALLA COUNTY
N. P.
T. 4 N.
T. 5 N.
T. 6 N.
10'
119°00'
118°50'
50'
46°00'

RECEIVED
SEP 2[illegible] 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem Office
September 27, 1955

SUBJECT: Pux 133-Hinkle Undercrossing
Hermiston Secondary Highway
O.W.R. & N. Co.
Umatilla County

To: MEMORANDUM TO FILE

Hearing on this matter was held in Umatilla County Court House on the morning of Thursday, September 15, 1955, before C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner. The Railroad Companies were represented by Howard E. Roos, Attorney for the Railroad Companies, Pittock Block, Portland, Oregon; Umatilla County by John R. Gray, County Engineer and Roadmaster, Box 667, Pendleton, Oregon; and the State Highway Commission by the writer.

After my opening statement, Mr. Roos amended the amended answer of the Railroad Companies by striking out "and (g)" in the last line on page 2, and after the words "paragraph VII" in the first line on page 3, adding the words "and the work described in sub-paragraph (g) thereof without reimbursement,". This had to do with the maintenance of the structure after construction and definitely commits the Railroad to take care of future maintenance.

County Judge D. R. Cook and Commissioner Roscoe Kelley were present at the hearing although they did not file formal appearances.

Mr. P. M. Stephenson, Bridge Engineer, was placed on the stand by me and testified regarding the general nature of the project and the type of design of the proposed overcrossing structure. At the conclusion of his testimony the Highway Commission rested.

Mr. W. G. Johnson, Assistant Superintendent, LaGrande, Oregon, was placed on the stand and testified regarding train movements. His statements related principally to regular schedule train movements, which schedules were noted by Mr. Stephenson for the purpose of handling construction of the structure.

Mr. R. C. Baysinger, Assistant Engineer, was placed on the stand by Mr. Roos and on direct examination established the fact that the County Road was established in 1908, and that the existing overcrossing structure was built by the Railroads in 1912 by order of the County Court and the entire expense was borne by the Railroad. On cross-examination, he was not able to advance any satisfactory alternate plan for allocation of engineering expenses to the additional abutment width to be constructed at the request of the Railroads. I had previously offered to stipulate that these engineering costs be fixed at a flat 5% of the extra construction cost, but this offer was refused. After considerable discussion, it was finally agreed that the Railroad Companies withdrew their prior objections and would accept the formula set out in paragraph VII, subparagraph (c) under Things to be Done by State, which provides that the Railroads shall reimburse State for "such proportion of engineering inspection costs as the costs of such extra abutment construction shall bear to the total amount to be paid by State to its contractor for the construction of the proposed structure".

It is anticipated that an order will issue in due course.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams ✓
Mr. W. W. Stiffler
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. E. A. Collier
Mr. A. F. Parson
Mr. C. W. Enfield

RECEIVED
SEP 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1955
FOR FILING

Const
Grade Xings
Gen.

Cross Referenced To:
Adm
U.S. Govt.
War Dept. Gen

September 1[illegible], 1955

Oregon State Highway Commission

Gentlemen:

We have an allocation of $170,000 of federal-aid secondary funds for the rebuilding of the Hinkle Underpass and the existing Umatilla River Bridge on the Hermiston Secondary Highway a short distance south of Hermiston. The original intent was to follow very closely to the existing alignment so that only a small amount of new roadway would need to be constructed. Later studies indicated that the existing route of the Hermiston Secondary crosses US30 at a point (Bucks Corner) where building development has progressed to the stage that the construction of an interchange would be extremely expensive. As you know, we are now planning the ultimate conversion of US30 into a complete freeway.

Further field studies indicated that if we changed the route of the Hermiston Secondary Highway so that it would cross US30 about one-quarter mile east of its present location a much better and less expensive interchange could be provided. To do this would necessitate the rebuilding, on new location, of the Hermiston Secondary Highway from the Hinkle Undercrossing to its intersection with US30. The estimated cost of such reconstruction, including the Hinkle Underpass and Umatilla River Bridge, is $310,000. As we only have $170,000 available, we are recommending that we proceed to let a contract later this year for the reconstruction of the Hinkle Underpass, the grading of all of the secondary highway to its connection with US30, and the paving of approximately one-half mile near the Hinkle interchange, which must still carry traffic. This is estimated to cost $150,000 or well within our $170,000 available. Then, next year, when additional secondary funds are available, we would let a contract for the paving of the roadway graded under the present proposed contract, and the building of the Umatilla River Bridge. With the grading done well in advance, the bridge construction and paving could be completed next summer, so that the opening of the whole project would not be materially delayed.

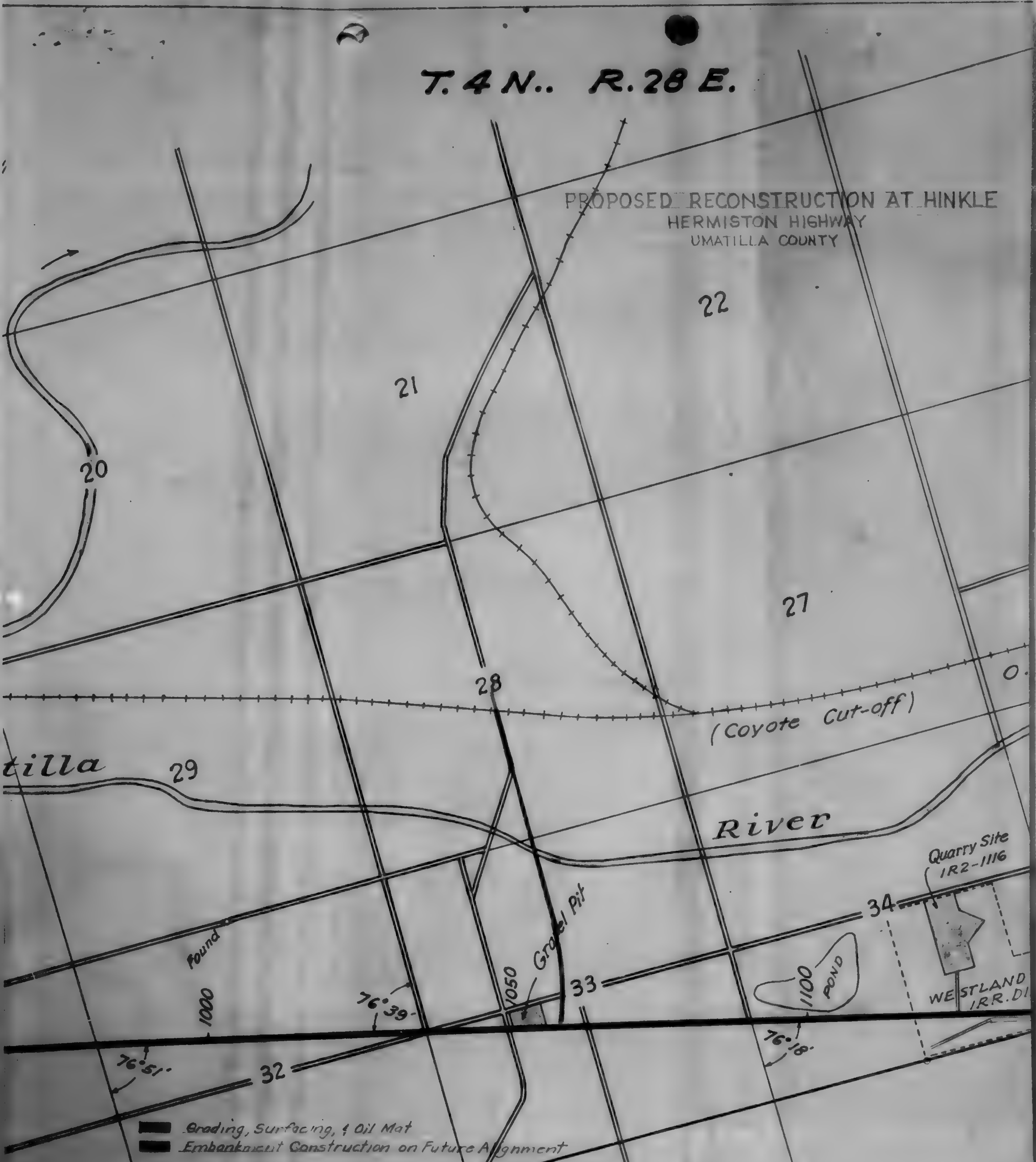
This matter will be on the agenda, and I recommend you approve contracting as soon as the plans can be prepared for the grading of the entire section, the reconstruction of the Hinkle Undercrossing, and such paving as is now necessary, which for all, as stated above, is estimated at $150,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. L. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me:gm



PROPOSED RECONSTRUCTION AT HINKLE
HERMISTON HIGHWAY
UMATILLA COUNTY

RECEIVED
SEP 6 - 1955

~~FOR FILING~~
[illegible]
FORM E-30 25M 8-51 52215
Grade Xings
[illegible]

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 1, 1955

SUBJECT: Pux 133-Hinkle Undercrossing
Hermiston Secondary Hy.
Umatilla County

To: MEMORANDUM TO FILE

On August 31 objection of Umatilla County to the petition regarding the Hinkle Undercrossing was served by the Public Utilities Commissioner. The objection was based upon the grounds that the proposed project did not include a connection with the existing county road south of the crossing extending to the Hinkle Depot and Terminal.

On September 1 I obtained the hard copy of the location map and the tracing of the profile and discussed with Mr. Williams the fact that the road plans show the construction of a new approach roadway. Mr. Williams advised that this not only will be graded but will be paved out to a new connection with the present county road, a portion of which will be destroyed.

I then tried to call Judge Cook and found that he is away from the office until Wednesday, September 7. I talked to Mr. Jack Gray, County Roadmaster, explaining the situation to him and in accordance with Mr. Williams' statement I advised him that the Highway Commission would construct and pave the new connection. He then advised that upon this understanding the county will withdraw its objection to the petition.

Mr. Gray further advised that the county is receiving bids this date for the paving of the existing connection but the improvement will be stopped at a point about 350 feet easterly from the highway center line, measured along the southerly right of way boundary. This is the portion which will be destroyed by the construction of the new connection.

Attention should be given to the commitment to pave the new connection so that this will not be overlooked in the construction. I believe that there is only a rock surfaced roadway at the present time.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. W. C. Williams

RECEIVED
[illegible] 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 5 - 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Count [illegible]

August 2, 1955

Mr. Chas. H. Heltzel
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Attention: Mr. David Don

PUX 133 - Hinkle Undercrossing
Umatilla County

Dear Sir:

Herewith I hand you original and three copies of application of the State of Oregon, by and through its State Highway Commission, to reconstruct the existing undercrossing under the tracks and across the right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Hermiston Secondary Highway No. 333 near Hinkle, known as the HINKLE UNDERCROSSING.

Two of the copies of the application are for service upon the Railroad Companies and the third copy is for service on Umatilla County in case you consider it desirable to make such service.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. C. W. Enfield

NOTED
G. S. PAXSON

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to reconstruct the existing undercrossing at M.P. 7.31 on the Hermiston Secondary Highway No. 333 under the tracks and across the right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Hinkle, known as the HINKLE UNDERCROSSING, in the NW¼ of the NE¼ of Section 28, Township 4 North, Range 28 East, W.M., in Umatilla County, Oregon.	PETITION No. ______

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS Title 31.

III

That your petitioner proposes the construction of a revised location of the Hermiston Secondary Highway No. 333, extending between a point at the location of the present undercrossing of the tracks of railroads to a connection with the old Oregon Trail Highway, and that in connection therewith it is and will be necessary, desirable and in the public interest to reconstruct the existing undercrossing structure as shown by Drawings [illegible] and [illegible], attached hereto and by reference made a part hereof.

R

IV

That the reconstruction of the said existing undercrossing structure is necessary and proper for the service, accommodation and convenience of the public in that the roadway width under the existing structure is inadequate for present and anticipated future highway needs and that the existing structure now constitutes a hazard to highway traffic.

V

That the estimated annual average daily traffic on the highway at the location of the proposed reconstruction is 1,500 vehicles, based upon 1954 traffic counts, which will be augmented by normal annual increases and that the traffic upon the railroad is an average of 18 train movements per day.

VI

That the highway grade approaching the said proposed structure is a descending grade of 3.95% from the North and a descending grade of 1.143% from the South, which grades are connected by a vertical curve 300 feet in length.

VII

That the petitioner proposes that the construction of the said proposed reconstructed structure be handled and the cost and maintenance thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed project and supervise the work to be done, except as hereinafter stated under Things to be Done by Railroad Companies.

(b) Finance the construction of said project without participation therein from funds of railroad companies, except extra abutment widths as hereinafter stated under Things to be Done by Railroad Companies, from State and

Federal highway funds, including reimbursement to Railroad Companies for the necessary expenses incurred in connection therewith which are reimbursable under, and not prohibited, by the terms of General Administrative Memorandum Number 297, issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Construct extra widths of abutments to provide for a future railroad track as shown on Drawing [illegible], attached hereto, on the northerly side of such structure, as may be required for the existing railroad track, subject to the condition that Railroad Companies shall reimburse State for the costs thereof based on final construction quantities and unit bid prices, and, in addition thereto, extra work items necessary in connection therewith, plus such proportion of engineering and inspection costs as the costs of such extra abutment construction shall bear to the total amount to be paid by State to the contractor for the construction of the proposed structure.

(d) Maintain the highway, including pavement, drainage, and highway roadbed with their appurtenances and facilities after completion of the project.

WORK TO BE DONE BY RAILROAD COMPANIES:

(a) Make such revisions in existing communication systems as may be required to safeguard them during the construction of the project and reinstall the same in permanent locations after the completion of the project.

(b) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Move and thereafter reinstall such right of way fences as must necessarily be moved for the construction of the project.

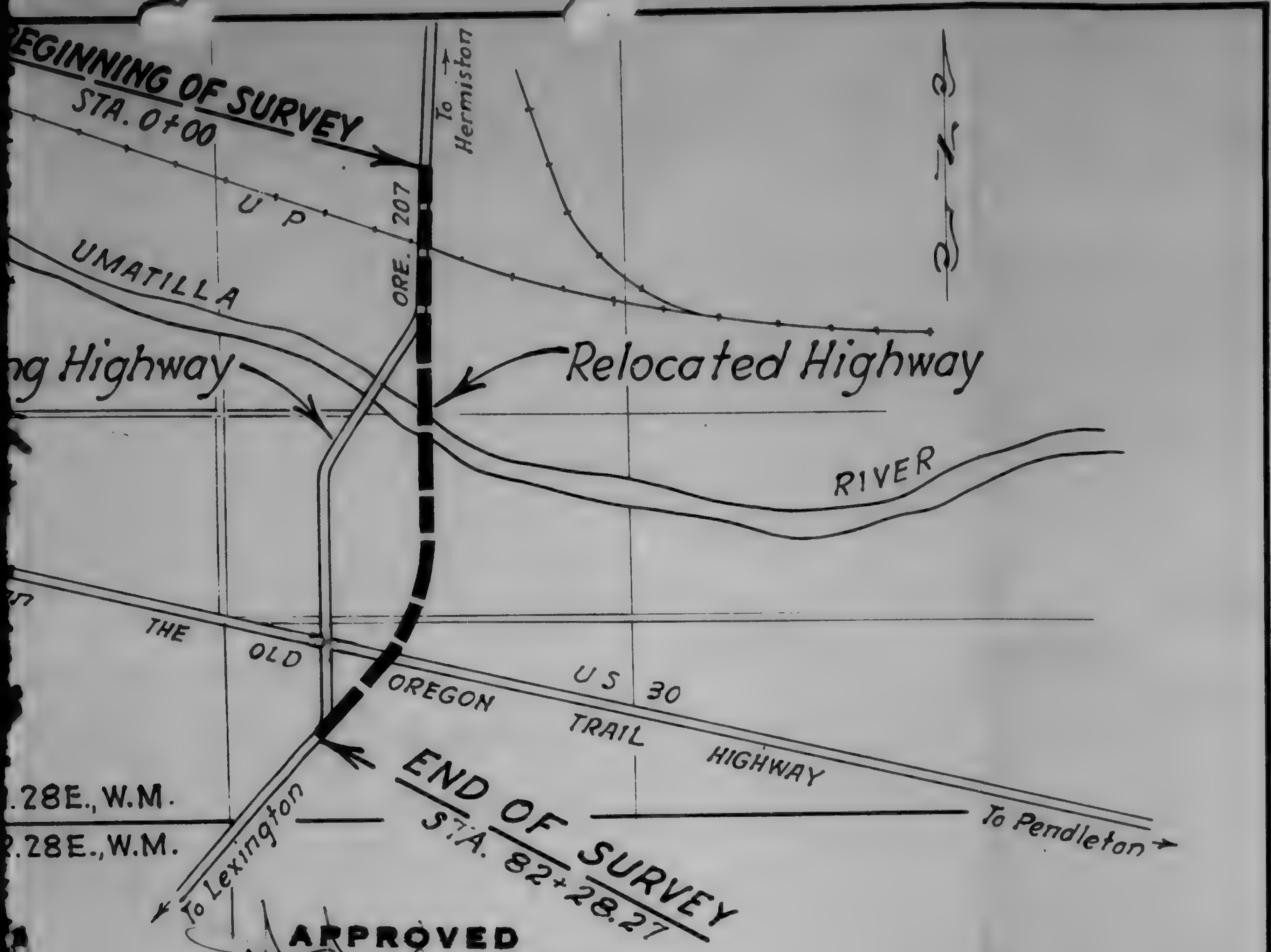
(d) Construct temporary trestles on the existing railroad track alignment, on each side of the abutments of the existing structure, including, but not limited to (a) excavation necessary for placing caps, stringers, etc. under the existing tracks, for adequate distances on each side of the existing abutments to permit the proposed reconstruction work; (b) furnish and install all necessary piling, caps, stringers, ties, rails and fittings required, utilizing where practicable all existing materials, and, at an appropriate time, remove the temporary trestles and furnish and place necessary fill materials (except back-filling behind the new abutments to conform to the existing railroad embankments, which work will be done by State), ballast, ties, rails, fittings, plank walkways, and handrails necessary for railroad operations on the existing railroad track over and across the new structure; and (c) cooperate with State's contractor in placing the required new steel girders in final position.

(e) Reimburse State for costs of extra abutment widths, as hereinbefore stated under Things to be Done by State.

(f) Give State credit for appropriate salvage value of railroad materials temporarily installed and thereafter removed so as not to constitute a part of the finished permanent project. Separate from such salvaged items, State shall have the right to take, remove, and devote to its own uses and purposes the existing steel girders comprising a part of the existing structure.

(g) Maintain at its own expense the said structure, including abutments, pier, wing walls, deck, tracks and all railroad facilities and appurtenances, after completion of the project.

1R-5-795



APPROVED
H. Kell
DEPUTY STATE HIGHWAY ENGINEER
Date 10-21-55

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

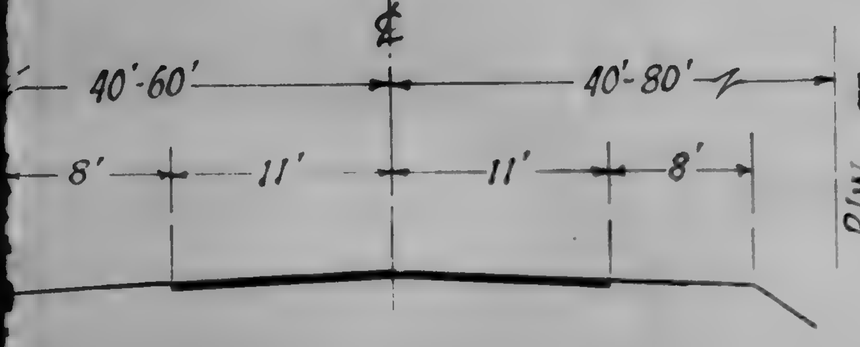
HINKLE UNDERPASS-UMATILLA RIVER SECTION

HERMISTON HIGHWAY

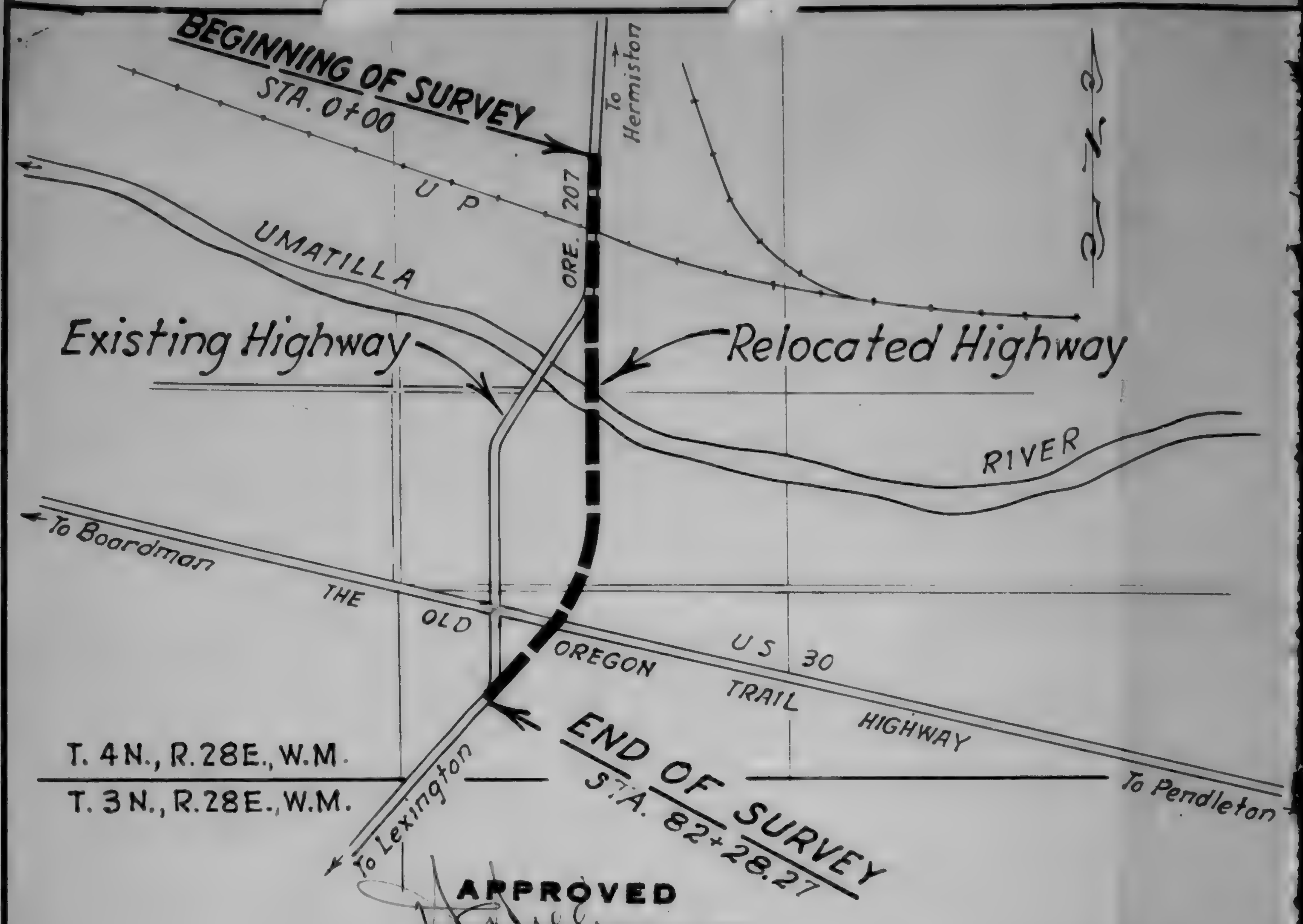
UMATILLA COUNTY

Scale: 1" = 2000'   Sept., 1955

DRG. NO. 1R-5-795



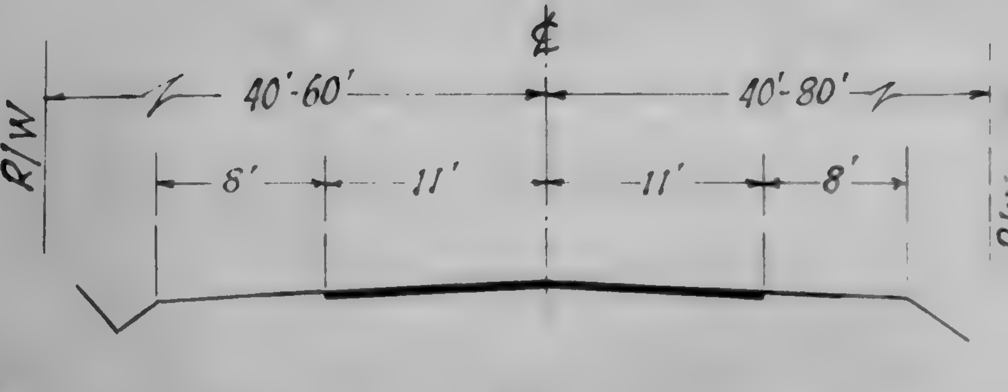
TYPICAL SECTION



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 10-21-55



TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMEN

Survey Approval Map

HINKLE UNDERPASS-UMATILLA RIVER SE

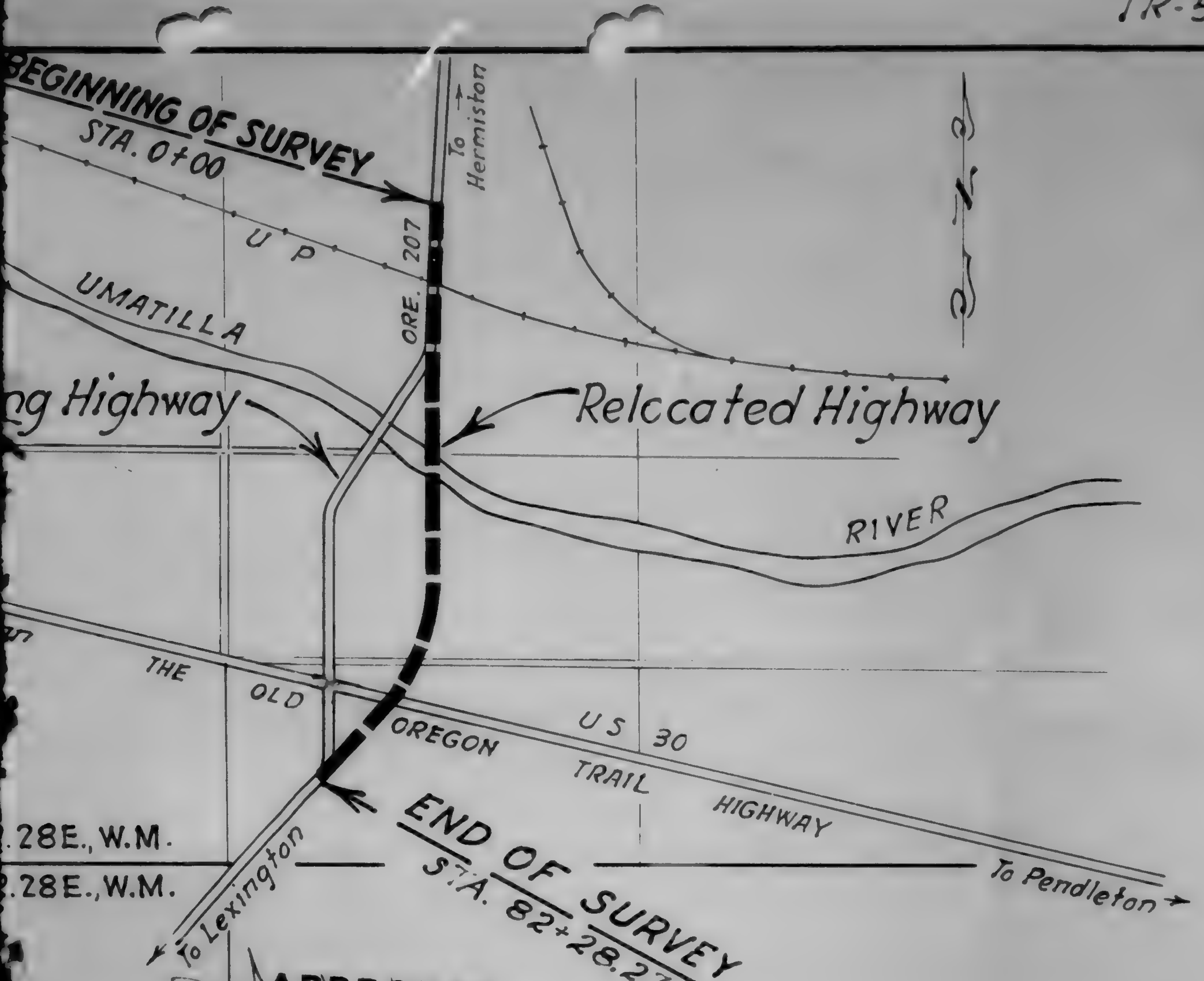
HERMISTON HIGHWAY

UMATILLA COUNTY

Scale: 1" = 2000'　Sept., 1955

DRG. NO. 1R-5-795

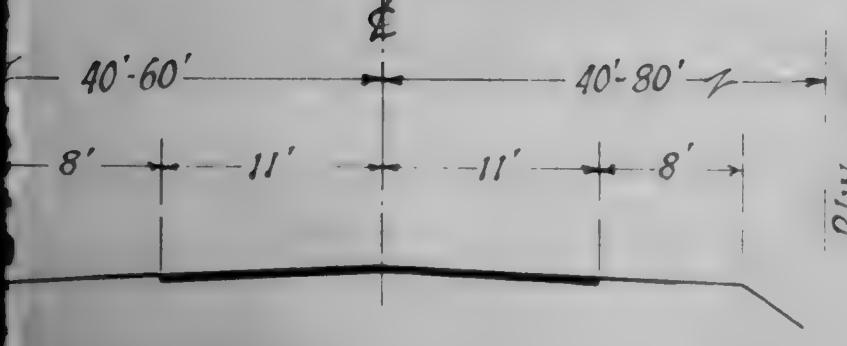
1R-5-795



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 10-21-55



TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

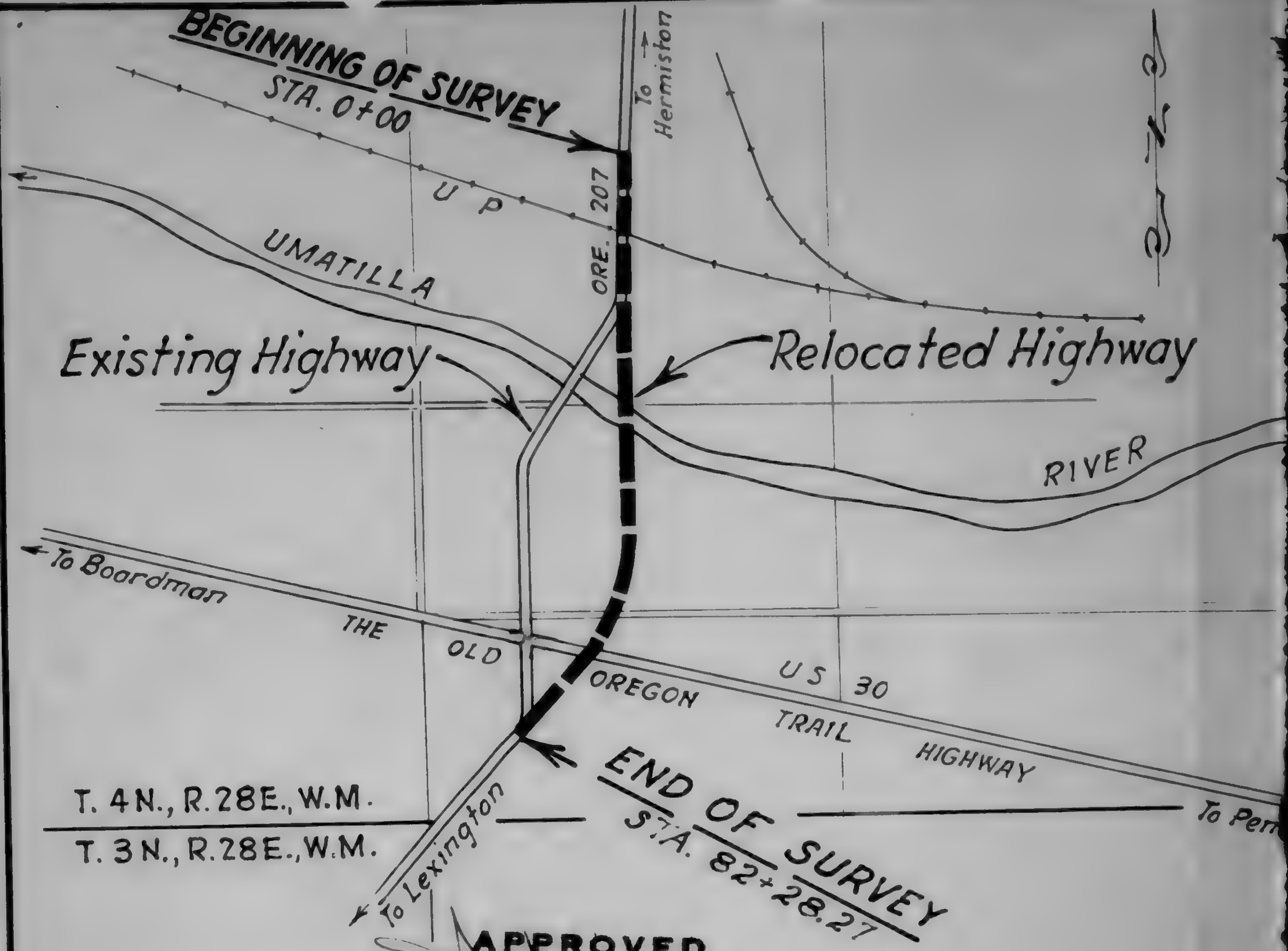
HINKLE UNDERPASS-UMATILLA RIVER SECTION

HERMISTON HIGHWAY

UMATILLA COUNTY

Scale: 1" = 2000' Sept., 1955

DRG. NO. 1R-5-795



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 10-21-55

OREGON STATE HIGHWAY DEPA

Survey Approval Ma

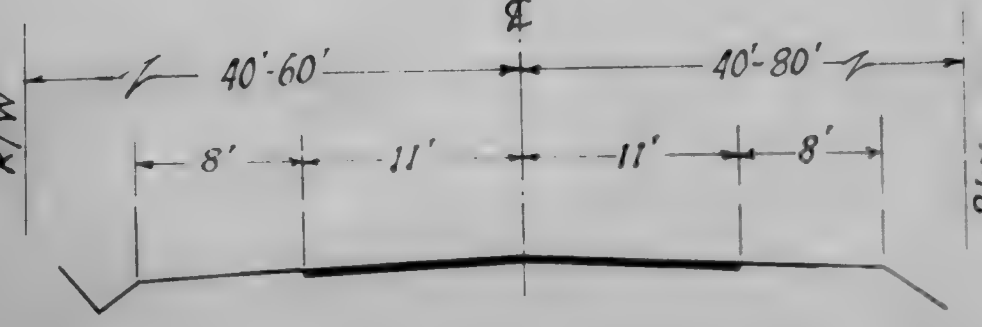
HINKLE UNDERPASS-UMATILLA R

HERMISTON HIGHWA

UMATILLA COUNTY

Scale: 1" = 2000' Se

DRG. NO. 1R-5-795



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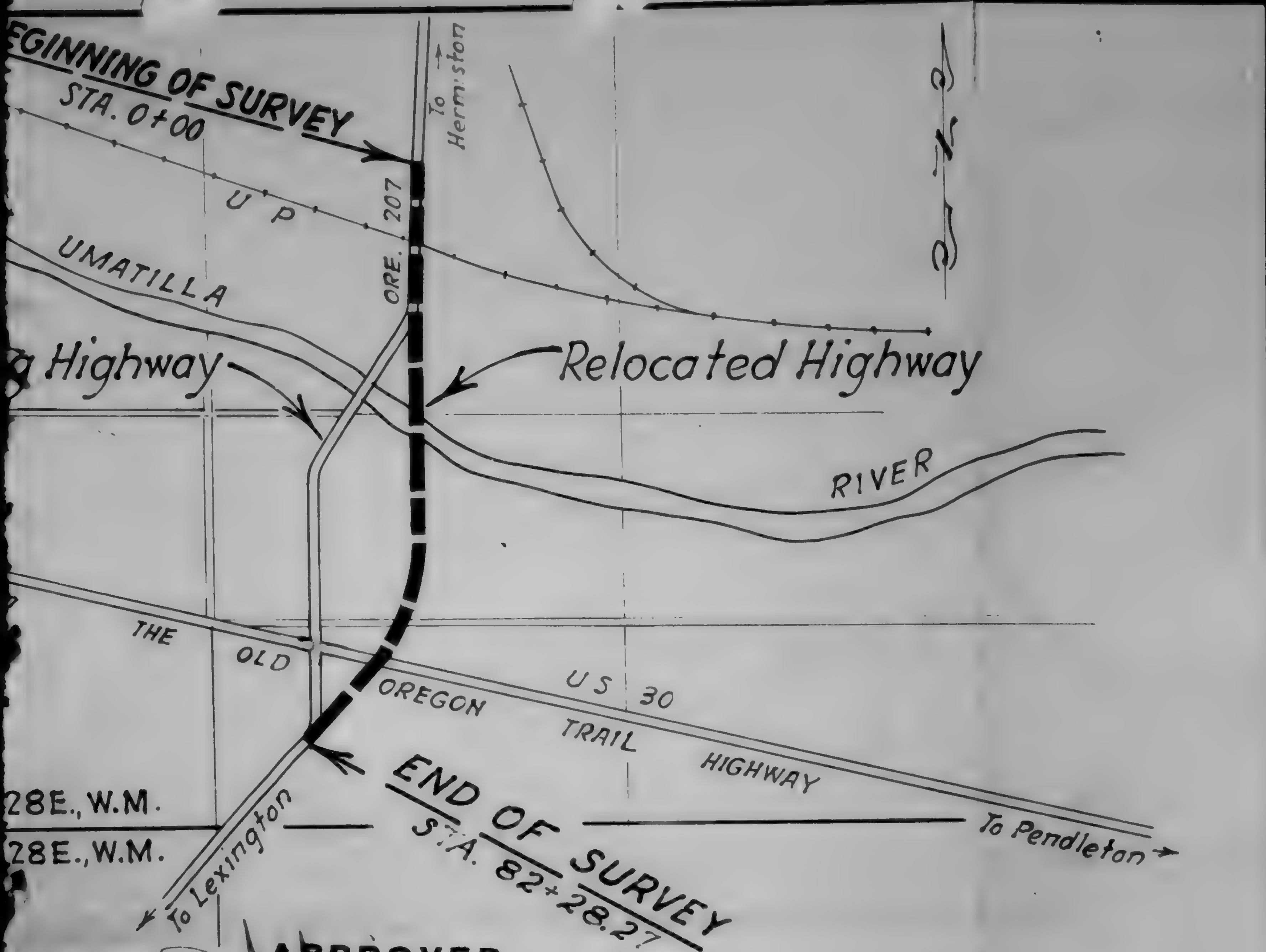
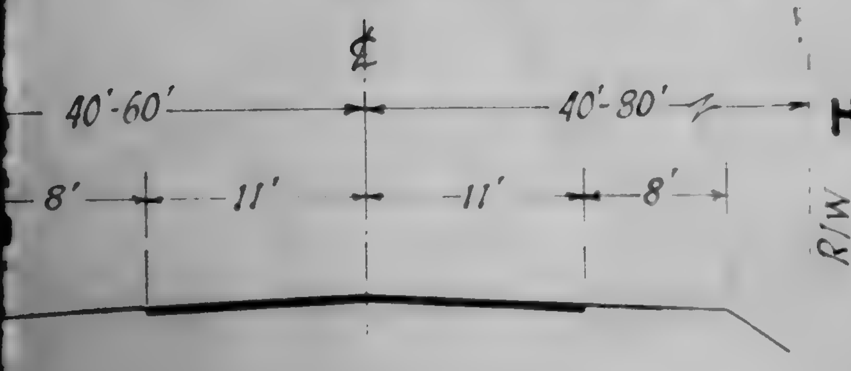
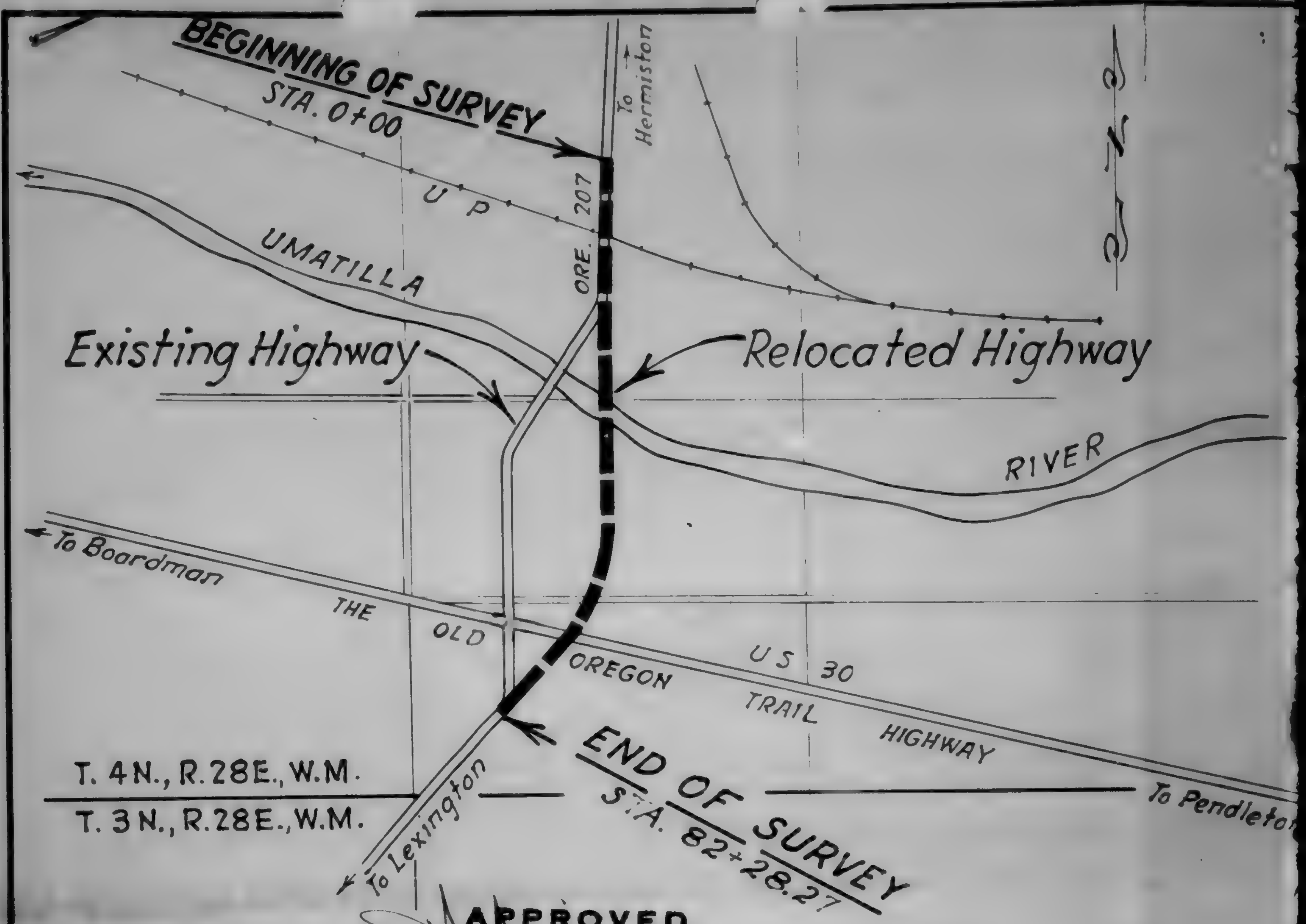


APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 10-21-55



TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map
HINKLE UNDERPASS-UMATILLA RIVER SECTION
HERMISTON HIGHWAY
UMATILLA COUNTY
Scale: 1" = 2000' Sept., 1955
DRG. NO. 1R-5-795



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 10-21-55

OREGON STATE HIGHWAY DEPARTM

Survey Approval Map

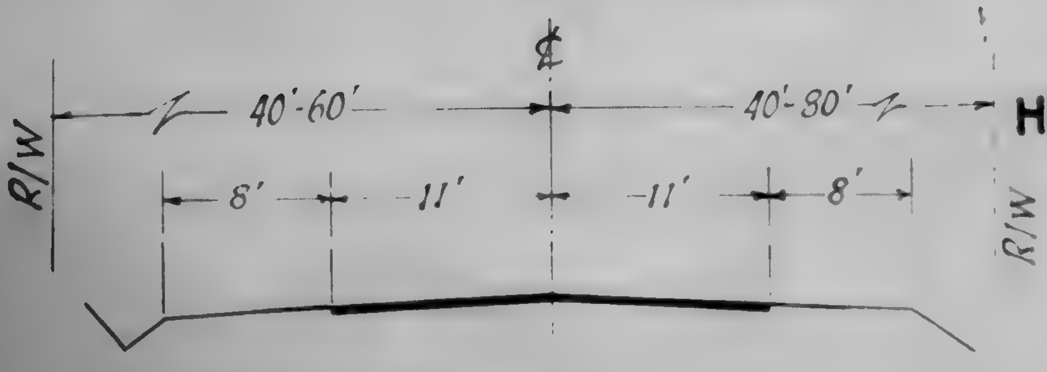
HINKLE UNDERPASS-UMATILLA RIVER

HERMISTON HIGHWAY

UMATILLA COUNTY

Scale: 1" = 2000' Sept., 19

DRG. NO. 1R-5-795



TYPICAL SECTION

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5th, 1955

SUBJECT:

To: Mr. A. F. Parson
Division Engineer

This letter refers to the Buck's Corner-Hinkle Undercrossing Section of the Hermiston Highway #333. It has been decided to revise the alignment on this section and to make future plans for an interchange with the Old Oregon Trail. I hand you herewith copies of a sketch map which indicates in general detail what is to be done. Detail maps and profiles will be sent under separate cover.

It is proposed to prepare a job which will include the reconstruction of the Hinkle underpass, construction of a new bridge across the Umatilla River and construction of slightly over a mile of highway between the present Hinkle undercrossing and US #30. In addition, a design should be prepared and right of way purchased for the interchange. You will note on the sketch a tentative design which was laid out in this office without reference to topographical features or culture. This may be modified if field conditions warrant as it is intended as a guide only. The interchange will not be built at this time; therefore, it is proposed to make a simple connection as shown in red on the sketches attached.

Will you please proceed with the preparation of plans, estimates etc.

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams √

6-1061 Davis Cr.-Bethel Cr. Sec. of 1956
the Oregon Coast Hwy.
4656

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 14, 1957

(CONTRACT NO.) 6-1061
4656

(EST. NO.)
7-Final

(CONTRACTOR)
C. L. Rufener, Inc.

(VOUCHER NO.)
4688

(WARRANT NO.)
H-176013

(AMOUNT)
$ 1,417.51

(DATE)
3/14/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: to Nov. 27, 1956

Completion Date: Nov. 27, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-22-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
✓

Warrant Mailed: MAR 22 1957

Ruth Rawlings

RECEIVED
MAR 13 1957
FOR FILING

6-1061

4656

March 12, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4656 for work performed on the Davis Creek-Bethel Creek Section of the Oregon Coast Highway in Coos County was completed by the contractor, Q.L. Rufener, Inc., on November 27, 1956 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $1,417.51 will be paid to the contractor on or after March 22, 1957. The total contract amount is $44,643.60, of which amount $1,372.06 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

A

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FEB 1 1957
FOR FILING

[illegible]

[illegible]

January 31, 1957

Bandon Rock
P. O. Box 246
Bandon, Oregon

Gentlemen:

Reference is made to your letter of January 28, 1957, requesting information regarding date of the final payment of Contract No. 4656, Davis Creek-Bethel Creek in Coos County.

Final payment to Mr. Rufener is expected to be made in from four to six weeks.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DRP:er

January 28, 1957

S. H. Probert
Oregon State Highway
State Highway Building
Salem, Oregon

Dear Sir:

Bandon Rock manufactured the rock for the Q. L. Rufener construction on the Davis Creek-Bethel Creek job.

As 10% was withheld pending final approval of this job, we are wondering when we can expect final payment.

We would appreciate hearing from you at your earliest convenience.

Very truly yours,

BANDON ROCK
Box 245
BANDON, OREGON

We are holding 7/5 $3,018.00
Charge to Contr. for pavement patching 1,604.69
Due Contr. $1,413.31

RECEIVED
JAN 30 1957
OREGON
STATE HIGHWAY COMMISSION

A

FORM [illegible]

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JAN 31 1957
FOR FILING
6-1-61
4656

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 30, 1957

G. L. Rufener, Inc.
4729 S. E. Ash St.
Portland 15, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 22, 1956 had under discussion your request for an extension of time from September 30, 1956 to November 27, 1956 within which to complete your contract No. 4656, for grading and oiling on the Davis Creek-Bethel Creek Section of the Oregon Coast Highway in Coos County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frank Morgan,
Division Engineer

John Hagedorn,
Resident Engineer

Tom Edwards,
Construction Engineer

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JAN 10 1957
FOR FILING

January 9, 1957

Request for extension of time
No. 12
January 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from W. L. Hufener, Inc. for an extension of time on the Devils Creek-Bethel Creek Section, Contract No. 4656, from September 30, 1956 to November 27, 1956.

This was a small contract requiring a small amount of crushed rock for surfacing and paving, which the contractor intended to obtain from local suppliers since the quantity was too small to import his own plant. Breakdowns on the part of the local supplier seriously delayed the delivery of materials to the prime contractor. While we suffered some inconvenience, we did not incur any additional expense, and I recommend that the extension be granted without penalty. This contract does not have the fixed and liquidated damage clause.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:ob hi

Form E-1—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

6-1061
M

For Week Ending December 1, 1956

Section Davis Creek - Bethel Creek
Kind of work Grading and Oiling
Highway Oregon Coast
Section prefix 6-1061
Contractor Q. L. Bufener, Inc.
Contract number 4656
Date of contract April 13, 1956
Date of completion September 30, 1956
Date work started May 10, 1956, 1956
Estimated date of completion Nov. 27, 1956
Per cent of time elapsed 135 %
Project authorization $ 48,138.75
Exclusive of Engineering $ 44,715.55
Estimated cost of completed project, exclusive of engineering $ 4,6951.20
Estimated per cent overrun or [illegible] 5.84 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 3,423.20
Date project was completed Nov. 27, 1956
Engineering cost to date $ 4,088.75, 117 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Monday I met with Mr. Bufener, and he, his blademan and Crocket, CE I Inspector , and myself went over job.

On Tuesday, shoulder rock was placed on job. Teletype message was sent to Devision office concerning completion of job, subject to Division Engineer's Approval.

Noted
M. N. Juve

NOTED
L. E. Young

RECEIVED
DEC 3 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
D. J. BARBEE

Signed John R. Hagedorn
Resident Engineer
Address Coquille

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.56	0.56		0.56	
Miles partially completed					
Miles completed	0.56	0.56		0.56	
Total estimated quantities (contract)	~~35,000~~	6,670		48 tons	
Total quantities corrected to date	26,450	6,641		51 tons	
Estimated quantities moved or placed to date	26,450	6,641		51 tons	
Average daily quantities		204			
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	

Average force on project for week	8
Men	8
Supervision	1
Men and trucks under 3 tons	6
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders 1........, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday			
Tuesday			
Wednesday	all		
Thursday			
Friday			
Saturday	week		

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JUL 23 1956
FOR FILING
FORM E-8CX—50M—11-50—90226

6-1061

4656

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20th, 1956

SUBJECT: Davis Creek-Bethel Creek

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Referring to the matter of the force account bills for flagging on the Davis Creek-Bethel Creek Section, Contract #~~4645~~ 4656, Q. L. Rufener, contractor, I wish to advise that no legal action need be taken. I suggest that you type a statement on the bottom of the bills similar to the one on the voucher form which contractors sign to receive payment for their monthly estimates and I am attaching a copy. If he signs the statement, I believe it would be well to contact him personally and tell him we have evidence that the bills are not true bills against the State and request that he make corrections and see what happens. In this manner we may be able to find out that there are other irregularities.

As a final thing we should get the bills correct as far as we are able to determine and handle them in the regular manner.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1956
FOR FILING

6-41

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1956

SUBJECT: Davis Creek-Bethel Creek
Oregon Coast Highway
Contract No. 4656

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Report No. 391264, dated June 12, 1956, and to the Report of Moisture and Density Determination of Soils, dated May 29, 1956.

The laboratory report shows 23.4 percent retained on the 1½-inch screen, and all crushed rock passing the 2½-inch screen for the "2½"-0" Base Course Rock being produced from the Bandon Quarry on June 11th. This base course rock, while suitable, should be corrected for maximum size as soon as possible. It appears that the plant operation can be adjusted to achieve this end.

The compaction is shown as varying from 71 to 88 percent of the relative density, in subgrade soils having from 15 to 19.7 percent moisture, well within the moisture range of 90 to 95 percent relative density. It appears that the conditions for specified density are satisfactory. The low density appears to be due to lack of compactive effort.

Will you please instruct the resident engineer to have the contractor (1) adjust his plant and quarry operations so as to obtain the required maximum size in the base course aggregate being produced and (2) expand sufficient compactive effort with either his earth moving equipment or compaction apparatus to obtain the specified relative density.

Will you also have the resident engineer so mark the samples of improved aggregate sne to the laboratory for tests that it is clear they represent corrected base course material.

Forrest Cooper
Construction Engineer

By

L. H. Young
Ass't. Construction Engineer

RECEIVED
JUN 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

9

RECEIVED
MAY 1 - 1956
FOR FILING

6-1064
4656

April 30, 1956

Q. L. Rufener, Inc.
4729 S. E. Ash St.
Portland 15, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4656, which was awarded to you by the State Highway Commission on April 13, covering the Davis Creek-Bethel Creek Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 1 - 1956
FOR FILING

6-1064
4656

April 30, 1956

Q. L. Rufener, Inc.
4729 S. E. Ash St.
Portland 15, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4656, which was awarded to you by the State Highway Commission on April 13, covering the Davis Creek-Bethel Creek Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

files

RECEIVED
APR 17 1956
FOR FILING

6-1141
4656

April 13, 1956

O. L. Rufener, Inc.
4729 S. E. Ash Street
Portland 15, Oregon

Gentlemen:

The State Highway Commission on March 2, 1956 accepted your proposal for grading and oiling the Davis Creek-Bethel Creek Section of the Oregon Coast Highway, Coos County, for the sum of $40,240 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4656.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attn: Dorothy McCormack

NOTED
J. Mc C.

R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert

RECEIVED
APR 9 - 1956

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1200 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

April 13, 1956
8:50 a. m.

G. L. Rufener, Inc.
4729 S. [illegible] Street
Portland 15, Oregon

Contract for Davis Creek-Bethel Creek Section of Oregon Coast Highway, Coos County, for which you submitted low bid on March 2, 1956 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
C. W. Head
Files ✓

cc - C. W. Enfield

RECEIVED
APR 9 - 1956
FOR FILING

6-106
-11-56

April 6, 1956

Mr. A. L. Wilkinson
940 South Riverside
Medford, Oregon

Re: File No. 24628 - Wilkinson
Davis Creek-Bethel Creek
Oregon Coast Highway
Coos County

Dear Mr. Wilkinson:

This is to acknowledge your letter of April 2, concerning your property south of Bandon, and a portion of which the Highway Commission wishes to acquire for right of way.

Right of way purchases are handled through the Highway Commission's Legal Department, and I am, therefore, referring your letter to Mr. C. W. Enfield, the Highway Commission's Chief Counsel, for reply. Mr. Enfield will communicate with you in the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:mmj

cc - C. W. Enfield

FORM 530—50M—8-55—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1956

SUBJECT: File No. 24628 - Wilkinson
Davis Creek-Bethel Creek
Oregon Coast Highway
Coos County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

I return herewith Mr. Wilkinson's letter of April 2, with a suggested reply for Mr. Baldock's signature. The Legal Department is preparing and will send to Mr. Wilkinson a formal letter of offer in the next day or two. It is for this reason that I believe that Mr. Wilkinson's answer can best be incorporated in the Legal Department's letter of offer.

If you wish to handle this in some other fashion, please let me know.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:smj

Attach.

RECEIVED
APR 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

April 2, I956
940 S. Riverside

Medford, Oregon

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

24628

Mr. Baldock

State Highway Enginer

Salem, Oregon

Dear Mr. Baldock;

We are not satisfied with the appraisal of our property, south of Bandon Oregon, fronting the highway.

The state is going to straighten the highway taking 85, eighty-five, feet of our frontage property. This is not leaving a level building site, spring, and taking most of the berry land. This will also take the trees we left for wind breakers, also our fence. We bought this property for a home which we will not be able to use after they take the level land and all that is left will be hilley and steep.

The offer we received was only $300.00 for I.03 acres, which is not as much as we have been offered.

We do not want to take this into court if we can settle without doing so.

Mr. Paul Rynning, our county engineer, suggested that we write and explain this to you and perhaps you could help us or advise us. We had no notice when they made the appraisal on our property, so was not there when it was done.

Yours very respectfully,

A. L. Wilkinson
A. L. Wilkinson

DET

NOTED
E. F. Chidsey

RECEIVED
APR 4 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 5 - 1956

FOR FILING
6-1061
2456

Files

File No. 24625
RR HRS 2-10-55

File No. R-24625
Owner: Floyd L. Shortridge and Belle L. Shortridge, husband and wife.
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Davis Creek-Bethel Creek Section of the Oregon Coast Highway, to wit:

A parcel of land lying in the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 13, Township 30 South, Range 15 West, W.M., Coos County, Oregon, and being a portion of that property described in those deeds to Floyd L. and Belle Shortridge, recorded in Book 160, Page 226 and in Book 184, Page 157, of Coos County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 507+92.3 at which Station the Northerly line of said strip of land is at right angles to said center line, said Station being 2019.8 feet North and 2439.9 feet East of the Southwest corner of said Section 13; thence South 14° 16' 40" West, 183.95 feet; thence on a spiral curve right (the long chord of which bears South 14° 56' 40" West) 200 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears South 17° 30' 17" West) 122.69 feet; thence on a spiral curve right (the long chord of which bears South 20° 03' 54" West) 200 feet to Engineer's center line Station 514+98.94. The Westerly line of said strip of land intersects the Southerly boundary of said property approximately opposite Station 513+55.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Westerly Side of Center Line
507+92.3		509+76.25	60 feet
509+76.25		514+98.94	100 feet

The parcel of land to which this description applies contains 0.76 acre.

oh.

It is necessary that there shall be no right of access of any nature between the right of way described above and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

EXHIBIT A
Page 1

A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the westerly side of the said highway opposite Highway Engineer's centerline Station 510+00 for the production and transportation to market of farm and forest products from the owners' remaining land, and for private residential use only.

A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the westerly side of the said highway opposite Highway Engineer's centerline Station 516+68 for the production and transportation to market of farm and forest products from the owners' remaining land, and for private residential use only.

If, after written notice to desist, the owners, or any person holding under them, shall use the above right of access for any purpose not stated for that particular place, or shall permit or suffer any person to do so, the right of access shall automatically be suspended. The State Highway Commission shall thereupon have the right to close the place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the State Highway Commission that the place of access will be used only for the purposes hereinabove stated; provided, however, that the State Highway Commission may first require a bond with sureties satisfactory to it in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of the access at said place. The State Highway Commission's right to close the place of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

EXHIBIT A

File No. R-24626
Owner: Willard W. McInturff
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Davis Creek-Bethel Creek Section of the Oregon Coast Highway, to wit:

A parcel of land lying in the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 13, Township 30 South, Range 15 West, W.M., Coos County, Oregon. The said parcel being that portion of said Northeast quarter of the Southwest quarter (NE¼ SW¼) included in a strip of land 60 feet in width, lying on the Easterly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 507+92.3 at which Station the Northerly line of said strip of land is at right angles to said center line, said Station being 2019.8 feet North and 2439.9 feet East of the Southwest corner of said Section 13; thence South 14° 16' 40" West, 183.95 feet; thence on a spiral curve right (the long chord of which bears South 14° 56' 40" West) 200 feet; thence on a 2864.79 foot radius curve right, (the long chord of which bears South 17° 30' 17" West) 122.69 feet; thence on a spiral curve right (the long chord of which bears South 20° 03' 54" West) 200 feet to Engineer's center line Station 514+98.94 Back equals Station 514+99.35 Ahead; thence South 20° 43' 54" West, 500.65 feet to Engineer's center line Station 520+00. The Easterly line of said strip of land intersects the Southerly boundary of said Northeast quarter of the Southwest quarter (NE¼ SW¼) approximately opposite Station 516+25.

The parcel of land to which this description applies contains 0.41 acre outside of the existing right of way.

oh.

It is necessary that there shall be no right of access of any nature between the right of way described above and all of the contiguous real property of the owner which abuts thereon remaining after the appropriation of the above-described real property, provided, however, that there shall be reserved unto the owner, his heirs and assigns, for service of the said remaining land, the following:

> A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the easterly side of said highway opposite Highway Engineer's centerline Station 509+00 for the production and transportation to market of farm and forest products from the owner's remaining land, and for private residential use only.

EXHIBIT A

A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the easterly side of said highway opposite Highway Engineer's centerline Station 514+00 for the production and transportation to market of farm and forest products from the owner's remaining land, and for private residential use only.

If, after written notice to desist, the owners, or any person holding under them, shall use the above rights of access for any purpose not stated for that particular place, or shall permit or suffer any person to do so, the right of access shall automatically be suspended. The State Highway Commission shall thereupon have the right to close the place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the State Highway Commission that the place of access will be used only for the purposes hereinabove stated; provided, however, that the State Highway Commission may first require a bond with sureties satisfactory to it in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of the access at said place. The State Highway Commission's right to close the place of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

File No. 24627
Owner: Ralph DeHaan and Ella DeHaan, husband and wife.
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Davis Creek-Bethel Creek Section of the Oregon Coast Highway, to wit:

A parcel of land lying in the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 13, Township 30 South, Range 15 West, W.M., Coos County, Oregon, and being a portion of that property described in that deed to Ralph and Ella DeHaan, recorded in Book 236, Page 225, of Coos County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 507+92.30, said Station being 2019.8 feet North and 2439.9 feet East of the Southwest corner of said Section 13; thence South 14° 16' 40" West, 183.95 feet; thence on a spiral curve right (the long chord of which bears South 14° 56' 40" West) 200 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears South 17° 30' 17" West) 122.69 feet; thence on a spiral curve right (the long chord of which bears South 20° 03' 54" West) 200 feet to Engineer's center line Station 514+98.94 Back equals Station 514+99.35 Ahead; thence South 20° 43' 54" West, 500.65 feet to Engineer's center line Station 520+00. The Westerly line of said strip of land intersects the Northerly and Southerly boundaries of said property approximately opposite Stations 513+55 and 516+56, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Westerly Side of Center Line.
507+92.3		509+76.25	60 feet
509+76.25		514+98.94 Bk. equals 514+99.35 Ah.	100 feet
514+98.94 Bk. equals 514+99.35 Ah.		520+00	60 feet

The parcel of land to which this description applies contains 0.44 acre.

oh.

It is necessary that there shall be no right of access of any nature between the right of way described above and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

> A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the westerly side of the said highway opposite Highway Engineer's centerline Station 516+68 for the production and transportation to market of farm and forest products from the owners' remaining land, and for private residential use only.
>
> If after written notice to desist, the owners, or any person holding under them, shall use the above right of access for any purpose not stated for that particular place, or shall permit or suffer any person to do so, the right of access shall automatically be suspended. The State Highway Commission shall thereupon have the right to close the place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the State Highway Commission that the place of access will be used only for the purposes hereinabove stated; provided, however, that the State Highway Commission may first require a bond with sureties satisfactory to it in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of the access at said place. The State Highway Commission's right to close the place of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

File No.: R-24629
Owner: Clell A. Mason and Gladys E. Mason
Use: The following described real property is necessary for right of way purposes, for the relocation, construction, improvement and maintenance of the Davis Creek-Bethel Creek Section of the Oregon Coast Highway, to wit:

A parcel of land lying in the Southeast quarter of the Southwest quarter (SE¼ SW¼) of Section 13, Township 30 South, Range 15 West, W.M., Coos County, Oregon, and being a portion of that property described in that deed to Gladys E. Mason, recorded in Book 231, Page 339, of Coos County Records of Deeds; the said parcel being that portion of said property lying Easterly of a line which is parallel to and 60 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 514+99.35, said Station being 1343.49 feet North and 2237.42 feet East of the Southwest corner of said Section 13; thence South 20° 43' 54" West 1500.65 feet to Engineer's center line Station 530+00. The Westerly line of said Parcel of land intersects the Northerly and Southerly boundaries of said property approximately opposite Stations 516+56 and 525+50, respectively.

The parcel of land to which this description applies contains 0.33 acre.

oh.

It is necessary that there shall be no rights of access of any nature between the right of way of the said relocated and existing Oregon Coast Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above described real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the westerly side of said highway opposite Highway Engineer's centerline Station 516+70, for the production and transportation to market of farm and forest products from the owners' remaining land, and for private residential use only.

A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the westerly side of said highway opposite Highway Engineer's centerline Station 525+00, for the production and transportation to market of farm and forest products from the owners' remaining land, and for private residential use only.

If, after written notice to desist, the owners, or any person holding under them, shall use the above rights of access for any purpose not stated for those particular places, or shall permit or suffer any person to do so, the rights of access shall automatically be suspended. The State Highway Commission shall thereupon have the right to close the places of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the State Highway Commission that the places of access will be used only for the purposes hereinabove stated; provided, however, that the State Highway Commission may first require a bond with sureties satisfactory to it in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of the accesses at said places. The State Highway Commission's rights to close the places of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

EXHIBIT A

le No.: R-24630
ner: Don Bjerg; Clifford Sydnam and Florence Sydnam
e: The following described real property is necessary for right of way purposes,
r the relocation, construction, improvement and maintenance of the Davis Creek-
thel Creek Section of the Oregon Coast Highway, to wit:

A parcel of land lying in the Southeast quarter of the Southwest quarter (SE¼SW¼) of Section 13, Township 30 South, Range 15 West, W.M., Coos County, Oregon, and being a portion of that property described in that deed to Don Richard Bjerg, recorded in Book 230, Page 127, of Coos County Records of Deeds; the said parcel being that portion of said property lying Easterly of a line which is parallel to and 60 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 514+99.35, said Station being 1343.49 feet North and 2237+42 feet East of the Southwest corner of said Section 13; thence South 20° 43' 54" West 1900.65 feet to Engineer's center line Station 534+00, said center line crossing the North and South boundaries of said property approximately at Stations 525+30 and 530+25, respectively.

The parcel of land to which this description applies contains 1.42 acres.

It is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Oregon Coast Highway and all of the contigu- us real property of the owners which abuts thereon remaining after the appropriation of the above described real property, provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the westerly side of said highway opposite Highway Engineer's centerline Station 525+70, for the production and transportation to market of farm and forest products from the owners' remaining land, and for private residential use only.

A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the westerly side of said highway opposite Highway Engineer's centerline Station 527+58, for the production and transportation to market of farm and forest products from the owners' remaining land, and for private residential use only.

If, after written notice to desist, the owners, or any person holding under them, shall use the above rights of access for any purpose not stated for those particular places, or shall permit or suffer any person to do so, the rights of access shall automatically be suspended. The State Highway Commission shall thereupon have the right to close the places of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the State Highway Commission that the places of access will be used only for the purposes hereinabove stated; provided, however, that the State Highway Commission may first require a bond with sureties satisfactory to it in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of the accesses at said places. The State Highway Commission's rights to close the places of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

RECEIVED
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FOR FILING

6-106

4/56

February 2, 1956

Oregon State Highway Commission

Gentlemen:

Included in our 1956 state construction program is the realignment of a short section of Oregon Coast Highway known as the Davis Creek-Bethel Creek Section. The realignment involves the elimination of the existing inferior alignment.

I attach hereto a sketch map indicating the location survey for such realigning and recommend your approval thereof.

This matter will be on the next agenda.

Very truly yours,

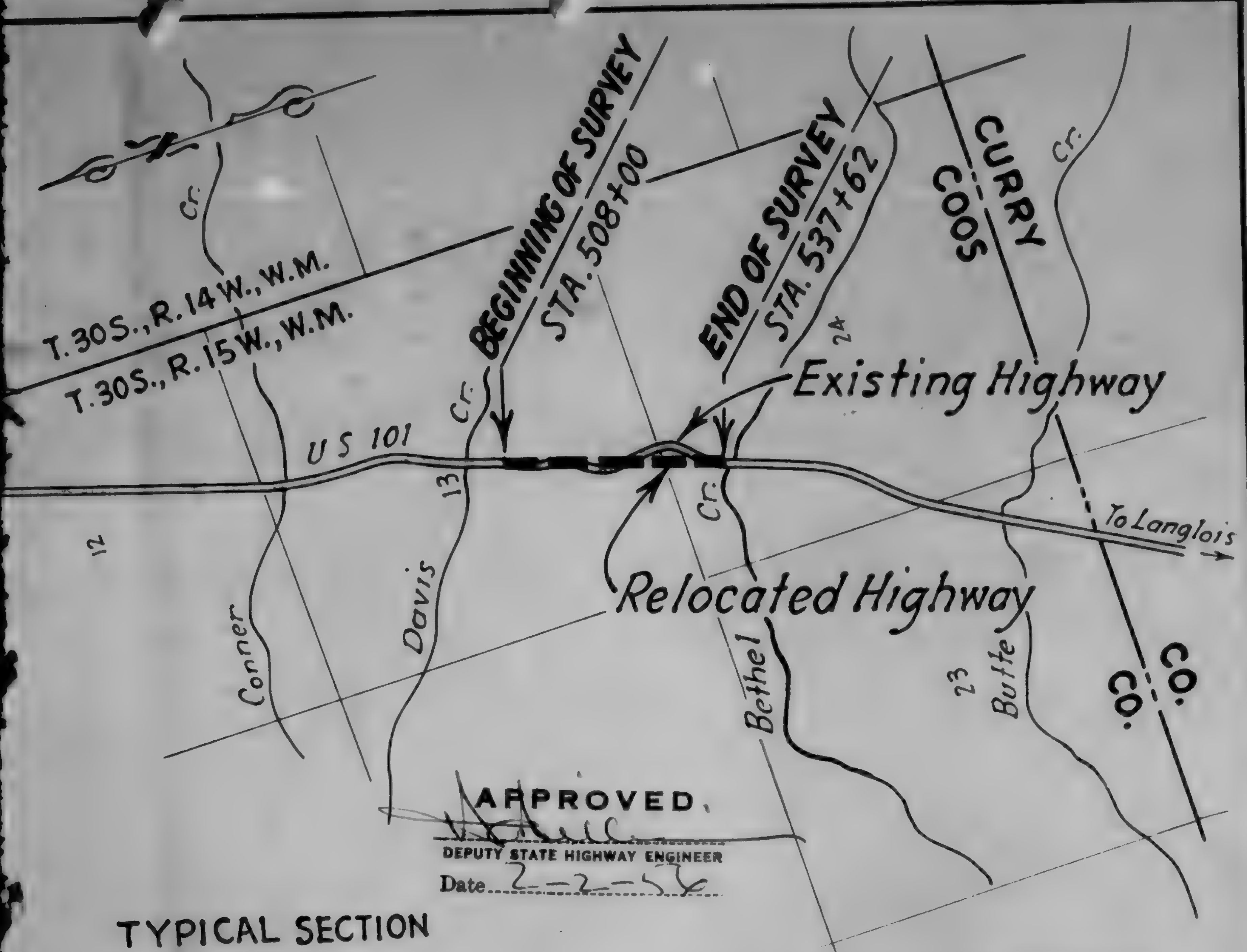
R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper
Mr. C. W. Enfield

WCW;me fn

1R-5-856

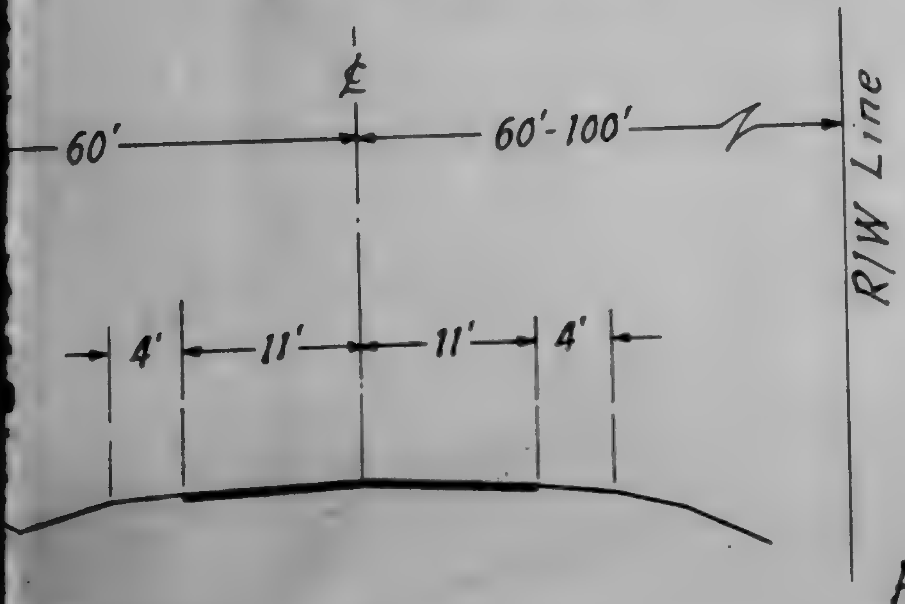


APPROVED.

DEPUTY STATE HIGHWAY ENGINEER

Date 2-2-56

TYPICAL SECTION



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

DAVIS CR.-BETHEL CR. SECTION

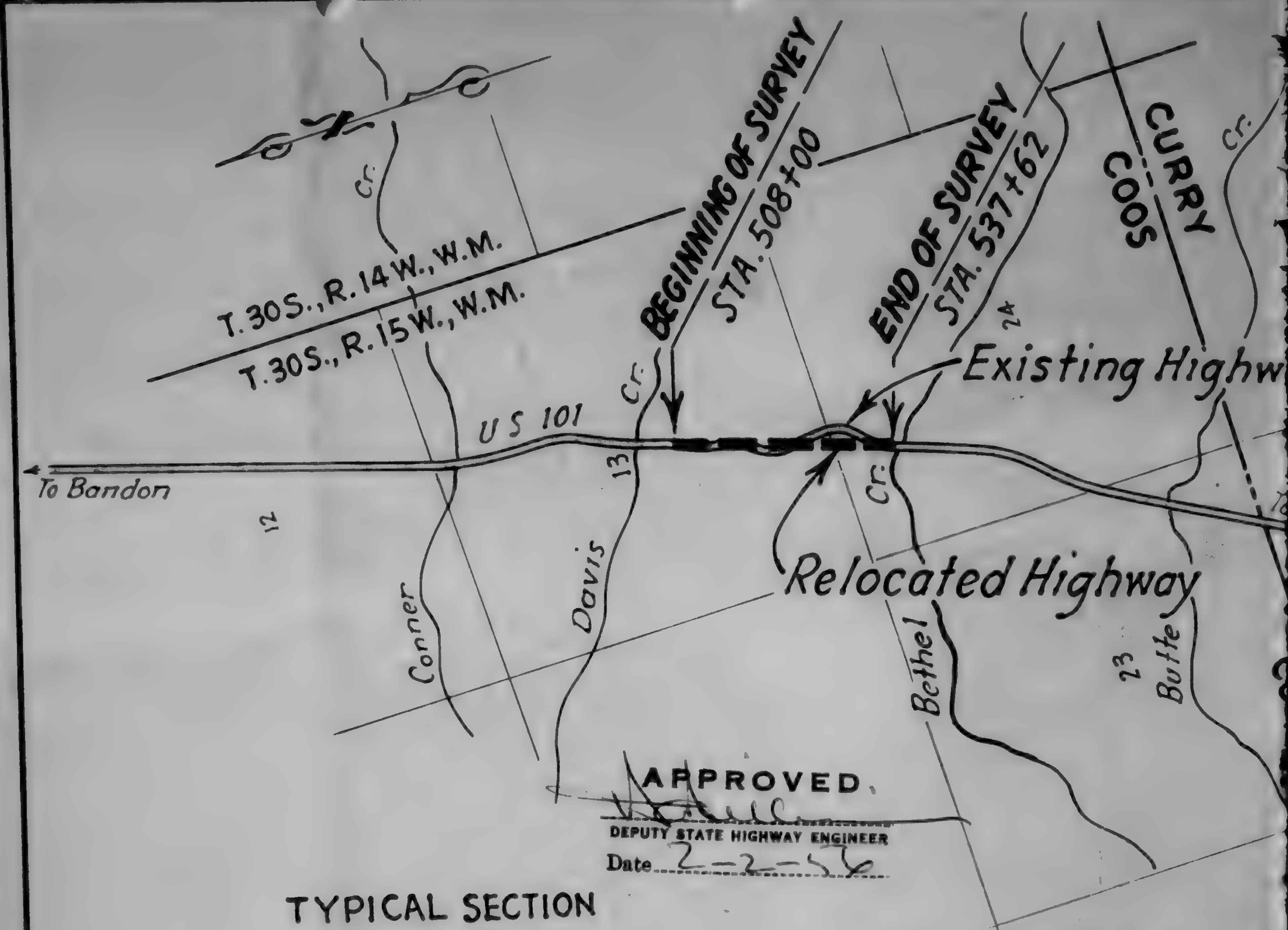
OREGON COAST HIGHWAY

COOS COUNTY

Scale: 1" = 2000' March, 1956

For details see Drg. No. 7B-36-15, Jan., 1956

IR-

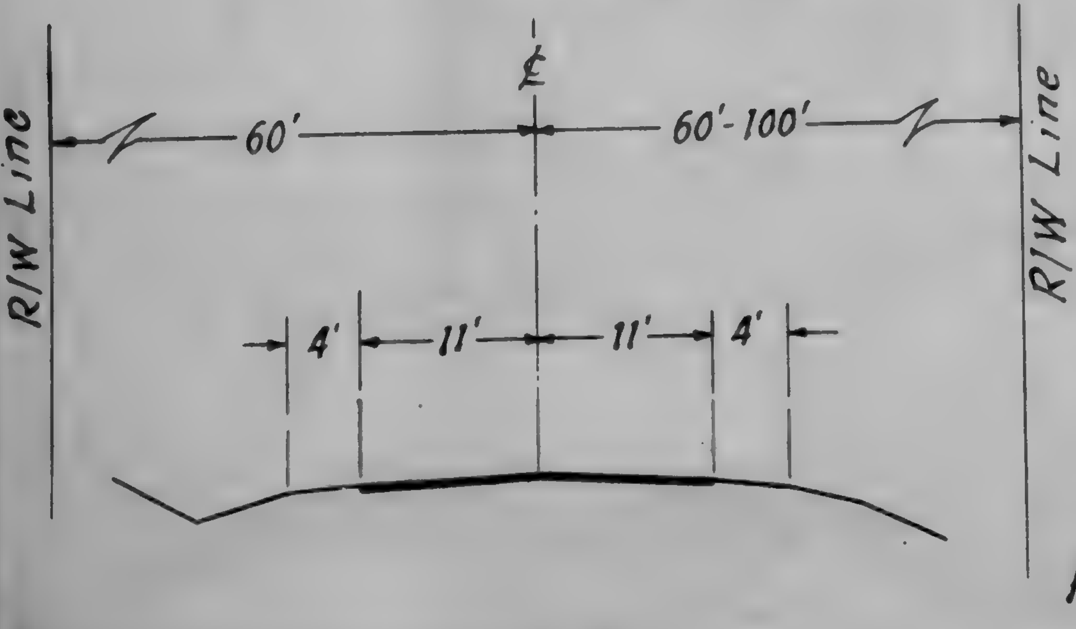


APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 2-2-56

TYPICAL SECTION



OREGON STATE HIGHWAY DEPARTM

Survey Approval Map

DAVIS CR.-BETHEL CR. SEC

OREGON COAST HIGHWAY

COOS COUNTY

Scale: 1" = 2000' March, 19

For details see Drg. No. 7B-36-15, Jan

F-1[illegible]1 (13) Tillamook-Donalson Cr. Sec. 1956
of the Wilson River Hwy.
4657

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3 9 1959
FOR FILING

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[illegible]

Feb. 6, 1959

CERTIFIED MAIL

Great American Indemnity Co.
320 California St.
San Francisco, Calif.

Gentlemen:

You are hereby notified that a post-final payment will be made to Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co., on Contract No. 4657, for structure, grading and paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $489,595.52, including the post-final payment of $925.19. Of the total, $17,218.08 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em
cc: Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

NOTED ON CARD
em

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9 1959
FOR FILING

F 191 [illegible]

4 7

Feb. 6, 1959

CERTIFIED MAIL

Maryland Casualty Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

You are hereby notified that a post-final payment will be made to Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co., on Contract No. 4657, for structure, grading and paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $489,595.52, including the post-final payment of $925.19. Of the total, $17,218.08 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Maryland Casualty Co.
Baltimore 3
Maryland

RECEIVED
JUN 26 1958
FOR FILING

NO
W. C. WILLIA

W. C. Williams 6

FINAL COST ANALYSIS

June 20, 1958

Tillamook-Donaldson Creek Section Grading and Paving Wilson River Highway
Contract No. 4657
Fred H. Slate Co. & E. C. Hall Co., Contractors
Clay Cornett, Resident Engineer
Prefix: 29-1059
Project F-191(13)

F-191(13)
4601

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1) Clearing and Grubbing	100%	All	$ 5,000	$	$ 2,498.92	$ 5,000.00
1) Removal of Catch Basins	7	Each	25.00	20.35	142.47	175.00
1) Removal of Manholes	1	Each	100.00	82.72	82.72	100.00
1) Removal of Curbs	4,167	Lin. Ft.	.25	.23	964.75	1,041.75
1) Removal of Walks & Driveays	1,654.5	Sq. Yds.	.25	.22	358.54	413.63
1&2) Drainage Excavation	4,468.75	Cu. Yds.	2.50	2.35	10,502.37	11,171.88
1) General Excavation	205,863.7	Cu. Yds.	.38	.37	76,144.11	78,228.21
1) Short Overhaul	862,122	Yd. Stas.	.01	.008	7,070.37	8,621.22
1) Long Overhaul	49,507	C-yd. Stas.	.45	.41	20,413.25	22,278.15
1) Finishing R/B & Slopes	4.38	Miles	1,000	906.67	3,971.24	4,380.00
1) Rounding Cutbanks	6,672	Lin. Ft.	.15	.13	879.86	1,000.80
1) 12" Conc. Culvert Pipe	1,117	Lin. Ft.	2.00	1.97	2,206.87	2,234.00
1) 18" Conc. Culvert Pipe	2,140	Lin. Ft.	3.00	2.57	5,505.38	6,420.00
1) 24" Conc. Culvert Pipe	304	Lin. Ft.	4.65	3.87	1,176.26	1,413.60
1) 30" Conc. Culvert Pipe	76	Lin. Ft.	5.75	5.25	399.06	437.00
1) 36" Conc. Culvert Pipe	244	Lin. Ft.	8.00	7.33	1,788.89	1,952.00
1) 40" Conc. Culvert Pipe	64	Lin. Ft.	13.00	12.25	784.25	832.00
1&2) 8" Metal Drain Pipe	596	Lin. Ft.	2.10	1.63	971.52	1,251.60
1) 6" Perf. Metal Drain Pipe	1,553	Lin. Ft.	1.75	1.53	2,378.97	2,717.75
1&2) 8" Perf. Metal Drain Pipe	5,500	Lin. Ft.	2.00	1.81	9,968.08	11,000.00
1&2) Spec. Backfill in Drains	678	Cu. Yds.	5.00	3.61	2,449.34	3,390.00
2) 8" Concrete Sewer Pipe	995	Lin. Ft.	1.75	1.66	1,652.15	1,741.25
2) 12" Concrete Sewer Pipe	1,987	Lin. Ft.	2.50	1.78	3,546.76	4,967.50
2) 15" Concrete Sewer Pipe	736	Lin. Ft.	3.25	2.72	2,003.50	2,392.00
2) 18" Concrete Sewer Pipe	1,114	Lin. Ft.	4.00	3.54	3,944.02	4,456.00
2) Concrete Catch Basins	34	Each	65.00	53.88	1,832.21	2,210.00

Contract No. 4657

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
2) Special Conc. Catch Basins	2	Each	$125.00	$120.30	$ 240.60	$ 250.00
2) Concrete Manholes	16	Each	250.00	207.58	3,321.25	4,000.00
2) Adj. of Manholes	12	Each	40.00	22.17	266.11	480.00
2) Reconstruction of Manholes	2	Each	250.00	177.89	355.78	500.00
2) Concrete Curbs	222.93	Cu. Yds.	48.00	46.68	10,405.70	10,700.64
2) Concrete Walks	750.68	Sq. Yds.	4.25	3.54	2,655.07	3,190.39
2) Class "A" Conc. in Box Culv.	716.77	Cu. Yds.	47.00	41.55	29,784.20	33,688.19
2) Metal Reinforcements	106,191	Lbs.	.12	.109	11,540.79	12,742.92
2) 3/4" Electrical Conduit	106	Lin. Ft.	1.25	.85	90.34	132.50
2) 1¼" Electrical Conduit	236	Lin. Ft.	1.50	1.13	266.37	354.00
1) Coarse Cr. Mat'l in Base	15,245	Cu. Yds.	2.60	2.52	38,358.48	39,637.00
1) 3/4"-0 Cr. Mat'l in Base	1,529	Cu. Yds.	2.90	2.84	4,347.17	4,434.10
1) Sprinkling	1,266.05	M-gals.	2.50	2.12	2,688.21	3,165.13
1&3) Preparation of Base	.52	Mile	500.00	426.58	221.82	260.00
1&3) 3/4"-0 Mat'l in Binder Crs.	135	Cu. Yds.	3.50	3.50	472.50	472.50
3) RC-3 Asph. in Binder Course	21.7	Tons	43.00	43.00	933.10	933.10
3) Asph. Conc. Mixture	2,620.87	Tons	6.75	6.75	17,690.87	17,690.87
3) 85-100 Asph. in Mixture	152.7	Tons	30.00	30.00	4,581.00	4,581.00
3) RS-2 Asphalt	2.46	Tons	50.00	50.00	123.00	123.00
3) Asph. Conc. Traffic Markers	148.1	Lin. Ft.	1.00	1.00	148.10	148.10
3) P.C.C. Pavement	3,433.68	Sq. Yds.	5.50	5.37	18,457.42	18,885.24
2) Wire Fabric Reinforc.	23,678	Lbs.	.17	.12	2,893.46	4,025.26
2) Tie Bars & Reinforcements	2,165	Lbs.	.12	.094	203.16	259.80
2) Expansion Joint in Pavement	2,084.5	Lin. Ft.	.40	.16	336.22	833.80
2) Contraction Joints	544	Lin. Ft.	.20	.057	30.95	108.80
2) ½"-0 Mat'l in Cushion Course	80	Cu. Yds.	5.00	4.49	359.34	400.00

Contract No. 4657

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
RAILROAD UNDERCROSSING						
2) Class "A" Concrete	717.44	Cu. Yds.	$ 44.25	$ 37.86	$ 27,165.96	$ 31,746.72
2) Metal Reinforcements	72,625	Lbs.	.12	.10	7,256.18	8,715.00
2) Structural Steel	100%	All	49,652		44,070.07	49,652.00
2) Furnish Treated Timber Piling	810	Lin. Ft.	2.50	1.45	1,177.56	2,025.00
2) Drive Timber Piles	18	Each	50.00	48.06	865.08	900.00
2) Structural Steel	100%	All	2,800		1,837.93	2,800.00
2) Timber in Place	19.017	M-FBM	310.00	297.42	5,655.99	5,895.27
1) PA# 1 Area Standard Fence	1,859.39	Rod	4.75	3.00	5,579.26	8,832.10
1) PA #1 14'x50" Metal Gates	15	Each	75.00	63.19	947.86	1,125.00
1) PA #2 Cattle Guards	3	Each	500.00	377.73	1,133.19	1,500.00
1) PA #3 12" CMP, 14 Ga., Uncoated	230	Lin. Ft.	3.50	3.22	741.29	805.00
2) PA #4 Class "A" Conc.	11.64	Cu. Yds.	61.00	55.10	641.46	710.04
2) PA #4 Metal Reinforc.	2,345	Lbs.	.12	.11	258.28	281.40
2) PA #4 Removal of Conc.	100%	All	135.00		100.61	135.00
2) PA #4 Remodel Catch Basin	100%	All	35.00		25.90	35.00
2) PA #5 Reinforced Conc. Wall	100%	All	125.00		97.77	125.00
2) PA #6 Class "A" Concrete	67.14	Cu. Yds.	47.00	43.72	2,935.43	3,155.58
2) PA #6 Metal Reinforce.	9,987	Lbs.	.12	.11	1,099.99	1,198.44
2) PA #6 Drainage Excavation	26.10	Cu. Yds.	2.50	2.36	61.71	65.25
1) PA #7 Move Fence	94	Rods	3.60	3.15	295.94	338.40
2) PA #8 Add'l Drainage Exca.	547.2	Cu. Yds.	2.50	2.13	1,166.37	1,368.00
1) PA #9 Tidegate	1	Each	200.00	124.40	124.40	200.00
2) PA #10 Type "B" Conc. Driveway, Commercial	118.72	Sq. Yds.	5.40	4.64	551.36	641.09
2) PA #10 Type "B" Concrete Driveway, Residential	371.59	Sq. Yds.	4.95	4.36	1,620.01	1,839.37
2) PA #11 Adjust Monument Boxes	3	Each	15.00	11.78	35.33	45.00

Contract No. 4657

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
2) PA #12 Double Faced Median Barrier	129.5	Lin. Ft.	$ 7.50	$ 4.37	$ 566.36	$ 971.25
2) PA #12 Single Faced Median Barrier	354.5	Lin. Ft.	3.75	2.81	997.52	1,329.38
2) PA #13 Class "A" Concrete in Islands	81.37	Cu. Yds.	45.00	41.38	3,367.44	3,661.65
2) PA #14 Purchase Mat'l on Hand	100%	All	$402.15		402.15	402.15
2) PA #15 Cement Adj. (1956) Favor of Contractor	30.35	Bbls.	4.25	4.25	128.99	128.99
PA #15 Cement Adj. (1957) Favor of State	16.21	BBls.	4.40			- 71.32
1&2) Force Account					14,256.06	16,292.89
					$439,570.32	$488,670.33

	Gross Revenue	Total Cost	Profit	% of Profit
1) Slate and Hall	$234,337.37	$222,175.38	$12,161.99	5.2 %
2) Johnson & Amen	230,384.39	193,446.37	36,938.02	15.8 %
3) United Contracting Company	23,948.57	23,948.57	---	---
	$488,670.33	$439,570.32	$49,100.01	10 %

Net Profit Equals 10 Per Cent of Gross Revenue

Tillamook-Donaldson Creek
Contract No. 4657

DETAIL OF COSTS

LABOR:

Labor	$ 89,621.75	
Labor Insurance	6,038.89	
Health and Welfare	3,197.38	$ 98,858.02

MATERIALS:

8" Metal Drain Pipe	596	L.F.	At	$ .90	$ 548.32
8" Metal Drain Bands	28	Each	"	1.10	30.80
8" Perf. Metal Drain Pipe	5,500	L.F.	"	1.05	5,775.00
8" Perf. Metal Bands	270	Each	"	1.10	297.00
6" Perf. Metal Drain Pipe	1,553	L.F.	"	.75	1,164.75
6" Perf. Metal Bands	77	Each	"	.92	70.84
12" Corr. Metal Pipe	386	L.F.	"	2.37	914.82
12" Corr. Metal Bands	17	Each	"	2.37	40.29
24" Corr. Metal Pipe	240	L.F.	"	4.83	1,159.20
24" Corr. Metal Bands	9	Each	"	4.83	43.47
8" Conc. Sewer Pipe	995	L.F.	"	.40	398.00
12" Conc. Sewer Pipe	1,987	L.F.	"	.78	1,549.86
15" Conc. Sewer Pipe	736	L.F.	"	1.10	809.60
18" Conc. Sewer Pipe	1,114	L.F.	"	1.55	1,726.70
12" Conc. Culvert Pipe	1,117	L.F.	"	.85	949.45
18" Conc. Culvert Pipe	2,140	L.F.	"	1.78	3,809.20
24" Conc. Culvert Pipe	304	L.F.	"	2.65	805.60
30" Conc. Culvert Pipe	76	L.F.	"	3.55	269.80
36" Conc. Culvert Pipe	244	L.F.	"	4.90	1,195.60
48" Conc. Culvert Pipe	64	L.F.	"	8.25	528.00
30" Tide Gate	1	Only	"	85.00	85.00
Cattle Guards	3	Each	"	275.00	825.00
End Wings on Cattle Guards	3	Each	"	19.50	58.50
Barb Wire & Staples					721.33
Wood Posts					1,049.10
Metal Gates, 14'x50"	15	Each	"	35.61	498.56
Misc. Pipe Fittings					282.97
3/4" Electrical Conduit	106	L.F.	"	.37	39.22
1¼" Electrical Conduit	236	L.F.	"	.75	177.00
½"-0 Rock Used in Cushion Crse.	80	C.Y.	"	2.15	172.00
Redi-Mix Concrete	2,955.5	C.Y.	"	15.80	46,635.83
Metal Reinforcement	191,148	Lbs.	"	.0865	16,534.30
Catch Basin Grates & Frames	34	Each	"	19.00	646.00
Spec. Catch Basin Grates and Frames	2	Each	"	45.00	90.00
Manhole Ring and Cover	16	Each	"	30.00	480.00
Wire Fabric Reinforcement	23,678	Lbs.	"	.115	2,722.97
Tie Bars & Reinforcement	2,165	Lbs.	"	.0865	187.27
Expansion Joints	2,084.5	L.F.	"	.14	291.83
Contraction Joints	544	L.F.	"	.0175	9.52
Guard Rail	484	L.F.	"	1.10	532.40
Concrete Posts	40	Each	"	5.95	238.00
Structural Steel					35,114.07
Treated Piling	810	L.F.	"	1.13	915.30
Treated Timber	19.017	MFBM	"	191.00	3,640.00
Amt. Paid Tri-State for Painting					8,875.04

Tillamook-Donaldson Creek
Contract No. 4657

DETAIL OF COSTS

LABOR:

Labor	$ 89,621.75	
Labor Insurance	6,038.89	
Health and Welfare	3,197.38	
		$ 98,858.02

MATERIALS:

8" Metal Drain Pipe	596	L.F.	At	$ .90	$ 548.32
8" Metal Drain Bands	28	Each	"	1.10	30.80
8" Perf. Metal Drain Pipe	5,500	L.F.	"	1.05	5,775.00
8" Perf. Metal Bands	270	Each	"	1.10	297.00
6" Perf. Metal Drain Pipe	1,553	L.F.	"	.75	1,164.75
6" Perf. Metal Bands	77	Each	"	.92	70.84
12" Corr. Metal Pipe	386	L.F.	"	2.37	914.82
12" Corr. Metal Bands	17	Each	"	2.37	40.29
24" Corr. Metal Pipe	240	L.F.	"	4.83	1,159.20
24" Corr. Metal Bands	9	Each	"	4.83	43.47
8" Conc. Sewer Pipe	995	L.F.	"	.40	398.00
12" Conc. Sewer Pipe	1,987	L.F.	"	.78	1,549.86
15" Conc. Sewer Pipe	736	L.F.	"	1.10	809.60
18" Conc. Sewer Pipe	1,114	L.F.	"	1.55	1,726.70
12" Conc. Culvert Pipe	1,117	L.F.	"	.85	949.45
18" Conc. Culvert Pipe	2,140	L.F.	"	1.78	3,809.20
24" Conc. Culvert Pipe	304	L.F.	"	2.65	805.60
30" Conc. Culvert Pipe	76	L.F.	"	3.55	269.80
36" Conc. Culvert Pipe	244	L.F.	"	4.90	1,195.60
48" Conc. Culvert Pipe	64	L.F.	"	8.25	528.00
30" Tide Gate	1	Only	"	85.00	85.00
Cattle Guards	3	Each	"	275.00	825.00
End Wings on Cattle Guards	3	Each	"	19.50	58.50
Barb Wire & Staples					721.33
Wood Posts					1,049.10
Metal Gates, 14'x50"	15	Each	"	35.61	498.56
Misc. Pipe Fittings					282.97
3/4" Electrical Conduit	106	L.F.	"	.37	39.22
1¼" Electrical Conduit	236	L.F.	"	.75	177.00
½"-0 Rock Used in Cushion Crse.	80	C.Y.	"	2.15	172.00
Redi-Mix Concrete	2,955.5	C.Y.	"	15.80	46,635.83
Metal Reinforcement	191,148	Lbs.	"	.0865	16,534.30
Catch Basin Grates & Frames	34	Each	"	19.00	646.00
Spec. Catch Basin Grates and Frames	2	Each	"	45.00	90.00
Manhole Ring and Cover	16	Each	"	30.00	480.00
Wire Fabric Reinforcement	23,678	Lbs.	"	.115	2,722.97
Tie Bars & Reinforcement	2,165	Lbs.	"	.0865	187.27
Expansion Joints	2,084.5	L.F.	"	.14	291.83
Contraction Joints	544	L.F.	"	.0175	9.52
Guard Rail	484	L.F.	"	1.10	532.40
Concrete Posts	40	Each	"	5.95	238.00
Structural Steel					35,114.07
Treated Piling	810	L.F.	"	1.13	915.30
Treated Timber	19.017	MFBM	"	191.00	3,640.00
Amt. Paid Tri-State for Painting					8,875.04

Contract 4657

MATERIALS: (Continued)

Amt. Paid Dolan for Rock	$ 37,223.95	
Amt. Paid Buick & Greene for Excavating	31,917.71	
Amt. Paid United Contracting Co. for Class "B". Asph. Conc.	23,413.57	$235,462.74

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental, Owned	$ 64,164.26	
Equipment Rental, Hired	1,030.21	
Gas, Oil, and Grease	10,343.55	
Bond	2,902.28	
P.U.C.	521.25	
P.L. & P.D. Insurance	1,259.88	
R.R. Insurance	1,455.06	
Move In, Freight, & Cartage	7,875.14	
Small Tools & Misc. Supplies	4,431.00	
Home Office & General Overhead	11,266.93	$105,249.56
TOTAL		$439,570.32

Tillamook-Donaldson Creek
Contract No. 4657

DETAIL OF COSTS

E. C. HALL

LABOR:

Labor	$ 43,486.84	
Labor Insurance	2,578.77	
Health & Welfare	1,391.58	$ 47,457.19

MATERIALS:

12" Conc. Culvert Pipe	1,117	L.F.	At	$ .85	$ 949.45	
18" Conc. Culvert Pipe	2,140	L.F.	"	1.78	3,809.20	
24" Conc. Culvert Pipe	304	L.F.	"	2.65	805.60	
30" Conc. Culvert Pipe	76	L.F.	"	3.55	269.80	
36" Conc. Culvert Pipe	244	L.F.	"	4.90	1,195.60	
48" Conc. Culvert Pipe	64	L.F.	"	8.25	528.00	
8" Metal Drain Pipe	413	L.F.	"	.92	356.17	
8" Metal Drain Bands	19	Each	"	1.10	20.90	
6" Perf. Metal Drain Pipe	1,553	L.F.	"	.75	1,164.75	
6" Perf. Metal Bands	77	Each	"	.92	70.84	
8" Perf. Metal Drain Pipe	5,500	L.F.	"	1.05	5,775.00	
8" Perf. Metal Bands	270	Each	"	1.10	297.00	
12" Corr. Metal Pipe	386	L.F.	"	2.37	914.82	
12" Corr. Metal Bands	17	Each	"	2.37	40.29	
30" Tide Gate	1	Only	"	85.00	85.00	
Cattle Guards	3	Each	"	275.00	825.00	
End Wings on Cattle Guards	3	Each	"	19.50	58.50	
Barb Wire & Staples					721.33	
Wood Posts					1,049.10	
Metal Gates 14'x50" & Hardware	15	Each	"	35.61	498.56	
24" Corr. Metal Pipe	240	L.F.	"	4.83	1,159.20	
24" Corr. Metal Bands	9	Each	"	4.83	43.47	
Misc. Pipe Fittings					282.97	
Amt. Paid Dolan Constr. Co. for Rock					37,223.95	
Amt. Paid Greene & Buick for Excavating					31,917.71	
Amt. Paid United Constr. Co. for Class "B" Asph. Conc.					23,413.57	$113,475.78

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rentals, Owned	$ 60,638.39	
Equipment Rentals, Hired	1,030.21	
Gas, Oil, and Grease	8,556.21	
Bond	1,615.35	
P.U.C.	345.75	
P.L. & P.D. Insurance	683.19	
R.R. Insurance	746.49	
Move In, Freight & Cartage	5,089.49	
Home Office and General Overhead	4,355.40	
Small Tools & Misc. Supplies	2,130.50	$ 85,190.98
TOTAL		$246,123.95

Tillamook-Donaldson Creek Se[illegible]ion
Contract No. 4657

DETAIL OF COSTS

JOHNSON & AMEN

LABOR:

Labor	$ 46,134.91	
Labor Insurance	3,460.12	
Health & Welfare	1,805.80	
		$ 51,400.83

MATERIALS:

8" Metal Drain Pipe	183	L.F.	At	$ 1.05	$ 192.15	
8" Metal Drain Bands	9	Each	"	1.10	9.90	
8" Concrete Sewer Pipe	995	L.F.	"	.40	398.00	
12" Concrete Sewer Pipe	1,987	L.F.	"	.78	1,549.86	
15" Concrete Sewer Pipe	736	L.F.	"	1.10	809.60	
18" Concrete Sewer Pipe	1,114	L.F.	"	1.55	1,726.70	
Redi-mix Concrete	2,955.5	C.Y.	"	15.80	46,635.83	
Metal Reinforcements	191,148	Lbs.	"	.0865	16,534.30	
Catch Basin Grates & Frames	34	Each	"	19.00	646.00	
Special Catch Basin Grates and Frames	2	Each	"	45.00	90.00	
Manhole Ring and Cover	16	Each	"	30.00	480.00	
Wire Fabric Reinforcement	23,678	Lbs.	"	.115	2,722.97	
Tie Bars and Reinforcement	2,165	Lbs.	"	.0865	187.27	
Expansion Joints	2,084.5	L.F.	"	.14	291.83	
Contraction Joints	544	L.F.	"	.0175	9.52	
Guard Rail	484	L.F.	"	1.10	532.40	
Concrete Posts	40	Each	"	5.95	238.00	
Structural Steel					35,114.07	
Treated Piling	810	L.F.	"	1.13	915.30	
Treated Timber	19.017	MFBM	"	191.00	3,640.00	
3/4" Electrical Conduit	106	L.F.	"	.37	39.22	
1¼" Electrical Conduit	236	L.F.	"	.75	177.00	
½" Rock used in Cushion Course	80	Cu.Yd.	"	2.15	172.00	
Amt. Paid Tri-State for Painting Structural Steel					8,875.04	
						$121,986.96

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rentals	$ 3,525.87	
Gas, Oil, and Grease	1,787.34	
Bond	1,286.93	
P.U.C.	175.50	
P.L. & P.D. Insurance	576.69	
Railroad Insurance	708.57	
Move In, Freight & Cartage	2,785.65	
Small Tools & Misc. Supplies	2,300.50	
Home Office and General Overhead	6,911.53	
		$ 20,058.58
TOTAL		$193,446.37

REMARKS:

This was a Federal Aid Primary Project calling for the grading and paving of 4.38 miles of highway roadbed on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County.

The contract was bid March 2, 1956, awarded April 17, 1956, work started April 27, 1956, and the project was completed October 29, 1957.

The contractor moved in one D-8 cat and dozer, and a crew of five men and started clearing and fence building. The clearing consisted of brush and small trees and very good progress was made on these items.

The installation of the culvert pipe and the excavation was done simultaneously. Equipment used on the excavation was: 3 - DW-21's, 2 - tournapulls, 1 - #12 cat blade, 1 - 3/4 C.Y. dragline shovel, 1 - water wagon, and 1 roller. The excavation was completed from Station 0 to Station 27+80 and from Station 33 to Station 231+50 when the grading equipment was moved out September 29, 1956 for the winter. The excavation was resumed June 26, 1957 by Buick and Greene grading contractors between Station 27+80 to Station 33. This contractor was in the vicinity working on another project.

The structures, all of the concrete work, the sewer pipe, and the median barrier was subcontracted by Johnson and Amen. Good progress was made on the box culverts and all the cement work and a good profit was realized on these items.

The crushed base and the 3/4"-0 material was purchased from Dolan Construction Company, commercial plant in Tillamook, and processed by the contractor.

The Class "B" asphaltic concrete was mixed and placed by the United Contracting Company, paving contractor, who had a city project at Rockaway.

The Redi-mix Concrete used in the Portland Cement pavement was purchased from and delivered by Dolan Construction Company Redi-Mix plant, and laid with a rented paving machine.

The contractor had good bid prices, good equipment, and supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
MAR 6 - 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 27, 1958

F-191 (12)
~~(CONTRACT NO.)~~ (EST. NO.) (CONTRACT0R)

4657 4657 — 17 Final — Fred H. Slate Co., Ore. Ltd. & B.C. Hall Co.
~~(VOUCHER NO.)~~ (WARRANT NO.) (AMOUNT) (DATE)

4224 — H205830 — $ 20,771.22 — 2-27-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: Aug. 15, 1957

Time Extensions: Oct. 31, 1957

Completion Date: Oct. 29, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 4, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 4 1958
GRW.

NOTED ON CARD

RECEIVED
FEB 19 1958
FOR FILING

F-191 (13)

4657

Feb. 18, 1958

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4657 for structure, grading and paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County was completed by the contractor, Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co., on Oct. 29, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $20,771.22 will be released to the contractor on or after Feb. 28, 1958. The total contract amount is $488,670.33, of which amount $16,292.89 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD
em

A

RECEIVED
FEB 19 1958
FOR FILING

[illegible]

4657

Feb. 18, 1958

Maryland Casualty Co.
Hanson & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

State Highway Contract No. 4657 for structure, grading and paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County was completed by the contractor, Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co., on Oct. 29, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $20,771.22 will be released to the contractor on or after Feb. 28, 1958. The total contract amount is $488,670.33, of which amount $16,292.89 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD
em

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FEB 5 - 1958
FOR FILING

F-19A(1-2)

1-17

February 5, 1958

County Court of Tillamook County
Court House
Tillamook, Oregon

Gentleman:

We are enclosing for the records and files of Tillamook County a fully executed copy of a supplemental throughway agreement between the State Highway Commission and Tillamook County covering the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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DEC 20 1957
FOR FILING
F-171 (15)

4657

Dec. 19, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co. in connection with Contract No. 4657, for structure, grading and paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County. This payment, in the amount of $26,616.37, will be released to the contractor on or after Dec. 30, 1957. The retained percentage is $14,471.11.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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NOTED ON CARD

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DEC 20 1957
FOR FILING

F 11(3)

4657

Dec. 19, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co. in connection with Contract No. 4657, for structure, grading and paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County. This payment, in the amount of $26,616.37, will be released to the contractor on or after Dec. 30, 1957. The retained percentage is $14,471.11.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

FORM E-123

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

RECEIVED
DEC 10 1957
FOR FILING

F 121 (13)

4-57

Dec. 6, 1957

Fred H. Slate Co., Oreg. Ltd.
and E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Ore.

Gentlemen:

The State Highway Commission at its meeting held on Dec. 5, 1957, had under discussion your request for an extension of time from Aug. 15, 1957, to Oct. 31, 1957, within which to complete your contract No. 4657, for structure, grading and paving on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
J. D. Walker
E. J. Hall

NOTED ON CARD
cm

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 30, 1957

Section Tillamook - Donaldson Creek

Kind of work Structure, Grading & Paving

Highway Wilson River County Tillamook

Section prefix 29 - 1059

Contractor Fred H. Slate & E. C. Hall Co.

Contract number 4657

Date of contract April 17, 1956

Specified ~~work days~~ Completion date Aug. 15, 1957

Date work started ....., 19

~~Work days used~~ Est. completion date Oct. 29, 1957

Project authorization $ 636,190.94

Exclusive of engineering $ 590,913.54

Per cent of time elapsed 116 %

Estimated cost of completed project, exclusive of engineering $ 552,043.30

Estimated per cent ~~overrun~~ or underrun 6.12 %

Per cent of contract completed, based on total contract price 94 %

Engineering authorization $45,237.40

Engineering cost to date $ 45,138.62, 100 %

Date project was completed Oct. 29, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-final was completed on Wed. Nov. 27, 1957.

Mr. George Danforth will take it to Salem on Monday.

RECEIVED
DEC - 2 1957
OFFICE OF
DIVISION ENGINEER

CONSTRUCTION DIVISION
RECEIVED
DEC. 2 1957
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Noted
M. N. Juve

Signed E. J. Hall by

Address Tillamook, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 136

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.38	0.62			0.52
Miles partially completed					
Miles completed	4.38	0.62			0.37
Total estimated quantities (contract)	207,000	16,200			4000
Total quantities corrected to date	205,918	16,774			2621
Estimated quantities moved or placed to date	205,918	16,774			2621
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Showers		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday			
Friday			
Saturday			

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NOV 26 1957
FOR FILING

F 131
4657

November 26, 1957

Oregon State Highway Commission

Request for extension of time
No. 4
December 5 and 6 meeting

Gentlemen:

Herewith is a request from Fred H. Slate Co., Oreg. Ltd., and E. C. Hall Co. for an extension of time on the Tillamook-Donaldson Creek contract, No. 4657, from August 15, 1957 to October 31, 1957.

A revision of the plans for the structure made after the contract was awarded prevented the contractor from completing this structure during the 1956 season and necessitated the overrun in time. He had his work completed sufficiently well to permit the paving contractor in to operate without interference. We did not suffer any additional expense because of the overrun, and I recommend the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ar fn

RECEIVED
NOV 6 1957
FOR FILING

F 191 (13)

4657

November 4, 1957

C. O. Polk
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Tillamook-Donaldson Creek Contract, No. 4657, Oregon F-191 (13) from August 1, 1957 to October 31, 1957 to Fred H. Slate Co.; Oregon Ltd. & E. C. Hall Co.

A revision of the plans of the railroad bridge after the contract was awarded delayed the contractor so that he could not complete the bridge during the 1956 season and necessitated an overrun of time in the 1957 season. He had his work completed sufficiently well to permit the paving contract to operate without interference.

We did not suffer any additional expense because of the overrun and I recommend the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EAP:dmh

cc: Tom Edwards

RECEIVED
NOV 6 1957
FOR FILING

F-191(13)

1657

November 1, 1957

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 29, 1957, on Contract No. 1657, Tillamook-Donaldson Creek Section in Tillamook County, in connection with Federal Aid Project No. F-191(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DRP:cc: Clarence O. Swenson

RECEIVED
APR - 1957
FOR FILING

F-191(13)

4657

file

08-35

April 3, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-191(13),
Tillamook-Donaldson Creek Sec.,
of the Wilson River Highway
Contract No. 4657

Dear Sir:

We are returning, unapproved, all copies of Order for State Force Work covering construction of fills at the ends of the Wiseman access overcrossing on the above project. The order was transmitted by your March 11, 1957 letter which requested approval of the force account method of performing the work.

We are reluctant to approve State force items of this nature as the amount of Federal participation in each case is small in comparison to the amount of paper work involved.

The Bureau of Public Roads has adhered to the policy of holding force account work to a minimum. We feel that all such work approved should be very definitely in the public interest and should be of sufficient extent to warrant the required study and documentation.

Very truly yours,

C. G. Polk
District Engineer

Attachments

Original with
encls. to
Mr. Probert

RECEIVED
MAR 13 1957
FOR FILING
F-191(13)

4657

March 11, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 225 covering fill at bridge ends on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, Contract No. 4657, in connection with Federal Aid Project No. F-191(13).

The Wiseman access overcrossing was not completed before the grading contractor had finished his season's work and moved his equipment out. It is more economical to complete the fill at the bridge ends by State Forces than to have the contractor return for the amount of work required. The amount is too small to contract. It is necessary to do the work so the bridge can be used.

Your approval to do this work on force account basis under the provisions of G. A. M.-300 is requested. This work has not been done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

Enclosures

A

RECEIVED
NOV 23 1956
FOR FILING
F-191 (13)
4657

November 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering installation of 12" corrugated metal pipe on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, Contract No. 4657, in connection with Federal Aid Project No. F-191(13).

This work is necessary to take care of drainage water on the railroad grade, which would otherwise overflow onto the highway at the railroad underpass.

Copies of the sketch of the proposed installation are enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

BHP:ia

Encls.

CPR8-2313

[illegible]

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NOV 29 1956
FOR FILING

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4657

State Oregon
Project No. F-191(13)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of November, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of September, 1955, a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 15th day of February, 1956, and the sum of three hundred fifty two thousand and 00/100 dollars ($352,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 0+00 and 231+50, Tillamook east,

, length 4.383 miles, in Tillamook County, being Oregon project No. F-191(13), consisting of 4.383 miles of roadway and two bridges, each of more than 20 feet clear span, 0.000 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred fifty two thousand, and 00/100 dollars ($352,000.00), which does not exceed the authorized Federal pro rata share of five hundred sixty eight thousand, five hundred thirty seven and 75/100 dollars ($568,537.75), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorising funds and probable amount annually available)

Chapter 175, Laws 1917; Chapter 31, Laws 1920

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

By
Member, State Highway Commission
(Title of officer)

By W. K. McGee
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid Project
No. F-191(13)

TILLAMOOK-DONALDSON CREEK SECTION
OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 5, 1956

Inside City Limits of Tillamook

Type Code 6202
Roadway (Sta. 0+00 to Sta. 25+20.83)(Contract No. A657)

All Required	Clearing and Grubbing (10%)		$ 500.00
8 only	Removal of Catch Basins	$ 25.00	200.00
1 only	Removal of Manholes	100.00	100.00
4,200 lin. ft.	Removal of Curbs	0.25	1,050.00
1,600 sq. yds.	Removal of Walks and Driveways	0.25	400.00
900 cu. yds.	Drainage Excavation, Unclassified	2.50	2,250.00
25,000 cu. yds.	General Excavation, Unclassified	0.38	9,500.00
0.48 mile	Finishing Roadbed and Slopes	1,000.00	480.00
1,000 lin. ft.	Rounding Cutbanks	0.15	150.00
70 lin. ft.	6-inch Perforated Metal Drain Pipe	1.75	122.50
400 lin. ft.	8-inch Perforated Metal Drain Pipe	2.00	800.00
40 cu. yds.	Special Backfill in Drains	5.00	200.00
1,200 lin. ft.	8-inch Sewer Pipe	1.75	2,100.00
1,100 lin. ft.	12-inch Sewer Pipe	2.50	2,750.00
800 lin. ft.	15-inch Sewer Pipe	3.25	2,600.00
500 lin. ft.	18-inch Sewer Pipe	4.00	2,000.00
28 only	Concrete Catch Basins	65.00	1,820.00
10 only	Concrete Manholes	250.00	2,500.00
12 only	Adjustment of Manholes	40.00	480.00
2 only	Reconstruction of Manholes	250.00	500.00
190 cu. yds.	Concrete Curbs	48.00	9,120.00
60 cu. yds.	Concrete in Islands	45.00	2,700.00
170 sq. yds.	Concrete Walks	4.25	722.50
120 lin. ft.	3/4" Electrical Conduit	1.25	150.00
140 lin. ft.	1½" Electrical Conduit	1.50	210.00
12,000 cu. yds.	Coarse Crushed Material in Base	2.60	31,200.00
1,100 cu. yds.	3/4" - 0 Material in Base	2.90	3,190.00
330 M-gal.	Sprinkling	2.50	825.00
0.48 mile	Preparation of Base	500.00	240.00
180 cu. yds.	3/4" - 0 Material in Binder Course	3.50	630.00
26 tons	RC-3 Asphalt in Binder Course	43.00	1,118.00
3,600 tons	Asphaltic Concrete Mixture	6.75	24,300.00
216 tons	85-100 Asphalt in Mixture	30.00	6,480.00
20 tons	RS-2 Asphalt	50.00	1,000.00
90 cu. yds.	Aggregate in Pavement Seal	5.00	450.00
200 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	200.00
		Subtotal	$113,038.00
		10% Engr. & Cont.	11,303.80
		Total	$124,341.80

Length of Roadway 0.483 Miles
Cost of Roadway per Mile $257,436.43

Outside City Limits of Tillamook

Type Code 6201
Roadway (Sta. 25+50.83 to Sta. 27+60) (Contract No. 4657)

All Required	Clearing and Grubbing		$	50.00
200 cu. yds.	Drainage Excavation, Unclassified	$2.50		500.00
12,000 cu. yds.	General Excavation, Unclassified	0.38		4,560.00
0.04 Mile	Finishing Roadbed and Slopes	1,000.00		40.00
500 lin. ft.	Rounding Cutbanks	0.15		75.00
130 lin. ft.	6 Inch Perforated Metal Drain Pipe	1.75		227.50
600 lin. ft.	8 Inch Perforated Metal Drain Pipe	2.00		1,200.00
50 cu. yds.	Special Backfill in Drains	5.00		250.00
50 lin. ft.	12 Inch Sewer Pipe	2.50		125.00
500 lin. ft.	18 Inch Sewer Pipe	4.00		2,000.00
2 only	Concrete Catch Basins	65.00		130.00
2 only	Concrete Manholes	250.00		500.00
15 cu. yds.	Concrete Curbs	48.00		720.00
48 cu. yds.	Concrete in Islands	45.00		2,160.00
1,200 cu. yds.	Course Crushed Material in Base	2.60		3,120.00
100 cu. yds.	3/4" - 0 Material in Base	2.90		290.00
30 M-gal.	Sprinkling	2.50		75.00
0.04 Mile	Preparation of Base	500.00		20.00
20 cu. yds.	3/4" - 0 Material in Binder Course	3.50		70.00
4 tons	RC-3 Asphalt in Binder Course	43.00		172.00
400 tons	Asphaltic Concrete Mixture	6.75		2,700.00
24 tons	85-100 Asphalt in Mixture	30.00		720.00
2 tons	RS-2 Asphalt	50.00		100.00
10 cu. yds.	Aggregates in Pavement Seal	5.00		50.00
	Subtotal			$19,854.50
	10% Engr. & Cont.			1,985.45
	Total			$21,839.95

Length of Roadway 0.043 Mile
Cost of Roadway Per Mile $507,905.81

Type Code 7221
Roadway (Sta. 27+60 to Sta. 33+00)(Contract No. 4657)

All Required	Clearing and Grubbing (4%)		$	200.00
200 cu. yds.	Drainage Excavation, Unclassified	$2.50		500.00
14,000 cu. yds.	General Excavation, Unclassified	0.38		5,320.00
0.10 Mile	Finishing Roadbed and Slopes	1,000.00		100.00
500 lin. ft.	Rounding Cutbanks	0.15		75.00
600 lin. ft.	6 Inch Perforated Metal Drain Pipe	1.75		1,050.00
1,100 lin. ft.	8 Inch Perforated Metal Drain Pipe	2.00		2,200.00
130 cu. yds.	Special Backfill in Drains	5.00		650.00
650 lin. ft.	12 Inch Sewer Pipe	2.50		1,625.00
200 lin. ft.	18 Inch Sewer Pipe	4.00		800.00
6 only	Concrete Catch Basins	65.00		390.00

2 only	Concrete Manholes	$250.00	$ 500.00
35 cu. yds.	Concrete Curbs	48.00	1,680.00
112 cu. yds.	Concrete in Islands	45.00	5,040.00
30 sq. yds.	Concrete Walks	4.25	127.50
500 cu. yds.	Coarse Crushed Material in Base	2.60	1,300.00
250 cu. yds.	3/4" - 0 Material in Base	2.90	725.00
20 M-gal.	Sprinkling	2.50	50.00
3,600 sq. yds.	Portland Cement Concrete Pavement	5.50	19,800.00
23,000 lbs.	Wire-Fabric Reinforcement	0.17	3,910.00
2,400 lbs.	Tie Bars and Reinforcement	0.12	288.00
2,200 lin. ft.	Expansion Joints in Pavement	0.40	880.00
500 lin. ft.	Contraction Joints	0.20	100.00
100 cu. yds.	½" - 0 Material in Cushion Course	5.00	500.00
	Subtotal		$47,810.50
	10% Engr. & Cont.		4,781.05
	Total		$52,591.55

Length of Roadway 0.099 Miles
Cost of Roadway Per Mile $531,227.77

Type Code 0010
Roadway (Sta. 33+00 to Sta. 231+50)(Contract No. 4657)

All Required	Clearing and Grubbing (8%)		$ 4,250.00
1,500 cu. yds.	Drainage Excavation, Unclassified	$ 2.50	3,750.00
156,000 cu. yds.	General Excavation, Unclassified	0.38	59,280.00
960,000 yd. sta.	Short Overhaul	0.01	9,600.00
67,000 C-yd. sta.	Long Overhaul	0.45	30,150.00
3.76 Miles	Finishing Roadbed and Slopes	1,000.00	3,760.00
7,000 lin. ft.	Rounding Cutbanks	0.15	1,050.00
150 lin. ft.	12 Inch Concrete Pipe	2.00	300.00
2,400 lin. ft.	18 Inch Concrete Pipe	3.00	7,200.00
250 lin. ft.	24 Inch Concrete Pipe	4.65	1,162.50
100 lin. ft.	30 Inch Concrete Pipe	5.75	575.00
280 lin. ft.	36 Inch Concrete Pipe	8.00	2,240.00
80 lin. ft.	48 Inch Concrete Pipe	13.00	1,040.00
150 lin. ft.	8 Inch Metal Drain Pipe	2.10	315.00
600 lin. ft.	6 Inch Perforated Metal Drain Pipe	1.75	1,050.00
2,300 lin. ft.	8 Inch Perforated Metal Drain Pipe	2.00	4,600.00
230 cu. yds.	Special Backfill in Drains	5.00	1,150.00
200 lin. ft.	12 Inch Sewer Pipe	2.50	500.00
2 only	Special Concrete Catch Basins	125.00	250.00
2 only	Concrete Manholes	250.00	500.00
800 cu. yds.	Class "A" Concrete in Box Culverts	47.00	37,600.00
120,000 lbs.	Metal Reinforcement in Box Culverts	0.12	14,400.00
800 cu. yds.	Coarse Crushed Material in Base	2.60	2,080.00
250 cu. yds.	3/4" - 0 Material in Base	2.90	725.00
20 M-gal.	Sprinkling	2.50	50.00
	Subtotal		$187,577.50
	10% Engr. & Cont.		18,757.75
	Total		$206,335.25

Length of Roadway 3.758 Miles
Cost of Roadway per Mile $54,905.60

Type Code X631
R.R. Undercrossing (Sta. 28+47.13)(Contract No. 4657)

760 cu. yds.	Class "A" Concrete	$44.25	$33,630.00
64,000 lbs.	Metal Reinforcement	0.12	7,680.00
All Required	Structural Steel		49,652.00
			$90,962.00

Type Code X731
Wiseman Undercrossing (Sta. 47+00)(Contract No. 4657)

810 lin. ft.	Furnish Treated Timber Piling	$2.50	$ 2,025.00
18 only	Drive Timber Piles	50.00	900.00
All Required	Structural Steel		2,800.00
20 M-FBM	Timber in Place	310.00	6,200.00
			$11,925.00
All Required	Construction of Railroad Shoofly by Southern Pacific Co. Forces		$45,685.00
	Subtotal		$148,572.00
	10% Engr. & Cont.		14,857.20
	Total		$163,429.20

Length of 2 Structures 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
INSIDE CITY LIMITS OF TILLAMOOK			
Roadway (Grade & A.C. Pavement)	$124,341.80	$ 76,984.00	$ 47,357.80
OUTSIDE CITY LIMITS OF TILLAMOOK			
Roadway (Grade & A.C. Pavement)	$ 21,839.95	$ 13,522.00	$ 8,317.95
Roadway (Grade & PCC Pavement)	52,591.55	32,561.00	20,030.55
Roadway (Grading Only)	206,335.25	127,749.00	78,586.25
Structures	163,429.20	101,184.00	62,245.20
	$568,537.75	$352,000.00	$216,537.75

State Funds for Const. Chap. 175, laws 1917;
Chap. 31, Laws 1920;
Chap. 529, laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939

F-191(13)

TILLAMOOK-DONALDSON CREEK SECTION

Summary of Work to be Performed by S.P. Co.

1.	Construct and remove 1,340 feet of temporary track, Remove and replace 1,160 feet of permanent track, Shift and replace 341 feet of track.	$20,460.00
2.	Install and remove two 30 foot temporary trestles	7,360.00
3.	Install deck on permanent structure	13,510.00
4.	Engineering and Inspection	2,970.00
5.	Equipment Rental	470.00
6.	Freight Charges	2,760.00
7.	Material Handling Charge	900.00
8.	Vacation and Holiday Pay	700.00
9.	Health and Welfare	250.00
10.	Retirement and Unemployment Insurance	970.00
11.	P.L., P.D. and W.C. Insurance	490.00
12.	Accounting	2,945.00
		$53,785.00
	Less Salvage	8,100.00
		$45,685.00

Oregon State Highway Department

Federal Aid Project
No. F-191(13)
(13)

TILLAMOOK-DONALDSON CREEK SECTION
OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Feb. 14, 1956

Inside City Limits of Tillamook

Type Code 6201
Roadway (Sta. 0+00 to Sta. 25+50.83)

All Required	Clearing and Grubbing (10%)		$ 400.00
8 only	Removal of Catch Basins	$ 15.00	120.00
1 only	Removal of Manholes	25.00	25.00
4,200 lin.ft.	Removal of Curbs	0.25	1,050.00
1,600 sq.yds.	Removal of Walks and Driveways	0.50	800.00
900 cu.yds.	Drainage Excavation, Unclassified	2.50	2,250.00
25,000 cu.yds.	General Excavation, Unclassified	0.24	6,000.00
0.48 mile	Finishing Roadbed and Slopes	500.00	240.00
1,000 lin.ft.	Rounding Cutbanks	0.18	180.00
70 lin.ft.	6-inch Perforated Metal Drain Pipe	1.75	122.50
400 lin.ft.	8-inch Perforated Metal Drain Pipe	2.25	900.00
40 cu.yds.	Special Backfill in Drains	5.00	200.00
1,200 lin.ft.	8-inch Sewer Pipe	1.25	1,500.00
1,100 lin.ft.	12-inch Sewer Pipe	2.00	2,200.00
800 lin.ft.	15-inch Sewer Pipe	3.00	2,400.00
500 lin.ft.	18-inch Sewer Pipe	3.25	1,625.00
28 only	Concrete Catch Basins	75.00	2,100.00
10 only	Concrete Manholes	250.00	2,500.00
12 only	Adjustment of Manholes	50.00	600.00
2 only	Reconstruction of Manholes	100.00	200.00
190 cu.yds.	Concrete Curbs	45.00	8,550.00
60 cu.yds.	Concrete in Islands	45.00	2,700.00
170 sq.yds.	Concrete Walks	4.00	680.00
120 lin.ft.	3/4" Electrical Conduit	1.00	120.00
140 lin.ft.	1½-inch Electrical Conduit	1.50	210.00
12,000 cu.yds.	Coarse Crushed Material in Base	1.75	21,000.00
1,100 cu.yds.	3/4" - 0 Material in Base	2.00	2,200.00
330 M-gal.	Sprinkling	2.50	825.00
0.48 miles	Preparation of Base	300.00	144.00
180 cu.yds.	3/4" - 0 Material in Binder Course	3.25	585.00
26 tons	RC-3 Asphalt in Binder Course	45.00	1,170.00
3,600 tons	Asphaltic Concrete Mixture	4.50	16,200.00
216 tons	85-100 Asphalt in Mixture	34.00	7,344.00
20 tons	RS-2 Asphalt	45.00	900.00
90 cu.yds.	Aggregate in Pavement Seal	4.00	360.00
200 lin.ft.	Asphaltic Concrete Traffic Markers	1.00	200.00
		Subtotal	$ 88,600.50
		10% Engr. & Cont.	8,860.05
			$ 97,460.55

Length of Roadway 0.483 mile
Cost of Roadway per mile $201,781.67

Oregon State Highway Department

Federal Aid Project
No. F-191(B)
(13)

TILLAMOOK-DONALDSON CREEK SECTION
OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Feb. 14, 1956

Inside City Limits of Tillamook

Type Code 6201
Roadway (Sta. 0+00 to Sta. 25+50.83)

All Required	Clearing and Grubbing (10%)		$ 400.00
8 only	Removal of Catch Basins	$ 15.00	120.00
1 only	Removal of Manholes	25.00	25.00
4,200 lin.ft.	Removal of Curbs	0.25	1,050.00
1,600 sq.yds.	Removal of Walks and Driveways	0.50	800.00
900 cu.yds.	Drainage Excavation, Unclassified	2.50	2,250.00
25,000 cu.yds.	General Excavation, Unclassified	0.24	6,000.00
0.48 mile	Finishing Roadbed and Slopes	500.00	240.00
1,000 lin.ft.	Rounding Cutbanks	0.18	180.00
70 lin.ft.	6-inch Perforated Metal Drain Pipe	1.75	122.50
400 lin.ft.	8-inch Perforated Metal Drain Pipe	2.25	900.00
40 cu.yds.	Special Backfill in Drains	5.00	200.00
1,200 lin.ft.	8-inch Sewer Pipe	1.25	1,500.00
1,100 lin.ft.	12-inch Sewer Pipe	2.00	2,200.00
800 lin.ft.	15-inch Sewer Pipe	3.00	2,400.00
500 lin.ft.	18-inch Sewer Pipe	3.25	1,625.00
28 only	Concrete Catch Basins	75.00	2,100.00
10 only	Concrete Manholes	250.00	2,500.00
12 only	Adjustment of Manholes	50.00	600.00
2 only	Reconstruction of Manholes	100.00	200.00
190 cu.yds.	Concrete Curbs	45.00	8,550.00
60 cu.yds.	Concrete in Islands	45.00	2,700.00
170 sq.yds.	Concrete Walks	4.00	680.00
120 lin.ft.	3/4" Electrical Conduit	1.00	120.00
140 lin.ft.	1½-inch Electrical Conduit	1.50	210.00
12,000 cu.yds.	Coarse Crushed Material in Base	1.75	21,000.00
1,100 cu.yds.	3/4" - 0 Material in Base	2.00	2,200.00
330 M-gal.	Sprinkling	2.50	825.00
0.48 miles	Preparation of Base	300.00	144.00
180 cu.yds.	3/4" - 0 Material in Binder Course	3.25	585.00
26 tons	RC-3 Asphalt in Binder Course	45.00	1,170.00
3,600 tons	Asphaltic Concrete Mixture	4.50	16,200.00
216 tons	85-100 Asphalt in Mixture	34.00	7,344.00
20 tons	RS-2 Asphalt	45.00	900.00
90 cu.yds.	Aggregate in Pavement Seal	4.00	360.00
200 lin.ft.	Asphaltic Concrete Traffic Markers	1.00	200.00
	Subtotal		$ 88,600.50
	10% Engr. & Cont.		8,860.05
			$ 97,460.55

Length of Roadway 0.483 mile
Cost of Roadway per mile $201,781.67

Outside City Limits of Tillamook

Type Code 6201
Roadway (Sta. 25+50.83 to Sta. 27+80)

All Required	Clearing and Grubbing (1%)		$ 40.00
200 cu.yds.	Drainage Excavation, Unclassified	$ 2.50	500.00
12,000 cu.yds.	General Excavation, Unclassified	0.24	2,880.00
0.04 mile	Finishing Roadbed and Slopes	500.00	20.00
500 lin.ft.	Rounding Cutbanks	0.18	90.00
130 lin.ft.	6-inch Perforated Metal Drain Pipe	1.75	227.50
600 lin.ft.	8-inch Perforated Metal Drain Pipe	2.25	1,350.00
50 cu.yds.	Special Backfill in Drains	5.00	250.00
50 lin.ft.	12-inch Sewer Pipe	2.00	100.00
500 lin.ft.	18-inch Sewer Pipe	3.25	1,625.00
2 only	Concrete Catch Basins	75.00	150.00
2 only	Concrete Manholes	250.00	500.00
15 cu.yds.	Concrete Curbs	45.00	675.00
48 cu.yds.	Concrete in Islands	45.00	2,160.00
1,200 cu.yds.	Coarse Crushed Material in Base	1.75	2,100.00
100 cu.yds.	3/4" - 0 Material in Base	2.00	200.00
30 M-gal.	Sprinkling	2.50	75.00
0.04 miles	Preparation of Base	300.00	12.00
20 cu.yds.	3/4" - 0 Material in Binder Course	3.25	65.00
4 tons	RC-3 Asphalt in Binder Course	45.00	180.00
400 tons	Asphaltic Concrete Mixture	4.50	1,800.00
24 tons	85-100 Asphalt in Mixture	34.00	816.00
2 tons	RS-2 Asphalt	45.00	90.00
10 cu.yds.	Aggregate in Pavement Seal	4.00	40.00
	Subtotal		$ 15,945.50
	10% Engr. & Cont.		1,594.55
	Total		$ 17,540.05

Length of Roadway 0.043 mile
Cost of Roadway per mile $407,908.13

Type Code 7221
Roadway (Sta. 27+80 to Sta. 33+00)

All Required	Clearing and Grubbing (4%)		$ 160.00
200 cu.yds.	Drainage Excavation, Unclassified	$ 2.50	500.00
14,000 cu.yds.	General Excavation, Unclassified	0.24	3,360.00
0.10 mile	Finishing Roadbed and Slopes	500.00	50.00
500 lin.ft.	Rounding Cutbanks	0.18	90.00
600 lin.ft.	6-inch Perforated Metal Drain Pipe	1.75	1,050.00
1,100 lin.ft.	8-inch Perforated Metal Drain Pipe	2.25	2,475.00
130 cu.yds.	Special Backfill in Drains	5.00	650.00
650 lin.ft.	12-inch Sewer Pipe	2.00	1,300.00
200 lin.ft.	18-inch Sewer Pipe	3.25	650.00
6 only	Concrete Catch Basins	75.00	450.00
2 only	Concrete Manholes	250.00	500.00
35 cu.yds.	Concrete Curbs	45.00	1,575.00
112 cu.yds.	Concrete in Islands	45.00	5,040.00
30 sq.yds.	Concrete Walks	4.00	120.00

500	cu.yds.	Coarse Crushed Material in Base	$ 1.75	$ 875.00
250	cu.yds.	3/4" - 0 Material in Base	2.00	500.00
20	M-gal.	Sprinkling	2.50	50.00
3,600	sq.yds.	Portland Cement Concrete Pavement	4.50	16,200.00
23,000	lbs.	Wire-Fabric Reinforcement	0.20	4,600.00
2,400	lbs.	Tie Bars and Reinforcement	0.15	360.00
2,200	lin.ft.	Expansion Joints in Pavement	0.35	770.00
500	lin.ft.	Contraction Joints	0.18	90.00
100	cu.yds.	½" - 0 Material in Cushion Course	4.00	400.00
		Subtotal		$ 41,815.00
		10% Engr. & Cont.		4,181.50
		Total		$ 45,996.50

Length of Roadway 0.099 miles
Cost of Roadway per mile $464,611.11

Type Code 0010
Roadway (Sta. 33+00 to Sta. 231+50)

All Required		Clearing and Grubbing (85%)		$ 3,400.00
1,500	cu.yds.	Drainage Excavation, Unclassified	$ 2.50	3,750.00
156,000	cu.yds.	General Excavation, Unclassified	0.24	37,440.00
960,000	yd.sta.	Short Overhaul	0.015	14,400.00
67,000	C-yd.sta.	Long Overhaul	0.45	30,150.00
3.76	miles	Finishing Roadbed and Slopes	500.00	1,880.00
7,000	lin.ft.	Rounding Cutbanks	0.18	1,260.00
150	lin.ft.	12-inch Concrete Pipe	2.00	300.00
2,400	lin.ft.	18-inch Concrete Pipe	3.50	8,400.00
250	lin.ft.	24-inch Concrete Pipe	4.50	1,125.00
100	lin.ft.	30-inch Concrete Pipe	6.50	650.00
280	lin.ft.	36-inch Concrete Pipe	8.50	2,380.00
80	lin.ft.	48-inch Concrete Pipe	12.50	1,000.00
150	lin.ft.	8-inch Metal Drain Pipe	2.00	300.00
600	lin.ft.	6-inch Perforated Metal Drain Pipe	1.75	1,050.00
2,300	lin.ft.	8-inch Perforated Metal Drain Pipe	2.25	5,175.00
230	cu.yds.	Special Backfill in Drains	5.00	1,150.00
200	lin.ft.	12-inch Sewer Pipe	2.00	400.00
2	only	Special Concrete Catch Basins	100.00	200.00
2	only	Concrete Manholes	250.00	500.00
800	cu.yds.	Class "A" Concrete in Box Culverts	50.00	40,800.00
120,000	lbs.	Metal Reinforcement in Box Culverts	0.14	16,800.00
800	cu.yds.	Coarse Crushed Material in Base	1.75	1,400.00
250	cu.yds.	3/4" - 0 Material in Base	2.00	500.00
20	M-gal.	Sprinkling	2.50	50.00
		Subtotal		$173,660.00
		10% Engr. & Cont.		17,366.00
		Total		$191,026.00

Length of Roadway 3.758 miles
Cost of Roadway per mile $50,831.82

Type Code X631
RR Undercrossing (Sta. 28+47.13)

760	cu.yds.	Class "A" Concrete	$ 65.00	$ 49,400.00

64,000 lbs.	Metal Reinforcement	$ 0.12	$ 7,680.00
All Required	Structural Steel		57,984.00
			$115,064.00

Type Code X731
Wiseman Undercrossing (Sta. 47+00)

810 lin.ft.	Furnish Treated Timber Piling	$ 1.50	$ 1,215.00
18 only	Drive Timber Piles	75.00	1,350.00
All Required	Structural Steel		2,500.00
20 M-FBM	Timber in Place	350.00	7,000.00
			$ 12,065.00
All Required	Construction of Railroad Shoofly by Southern Pacific Co. Forces		64,000.00
		Subtotal	$191,129.00
		10% Engr. & Cont.	19,112.90
	Length of 2 Structures 0.000 mile	Total	210,241.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City Limits of Tillamook			
Roadway (Grade & A. C. Pavement)	$ 97,460.55	$ 58,241.00	$ 39,219.55
Outside City Limits of Tillamook			
Roadway (Grade & A. C. Pavement)	17,540.05	10,482.00	7,058.05
Roadway (Grade & PCC Pavement)	45,996.50	27,486.00	18,510.50
Roadway (Grading only)	191,026.00	114,154.00	76,872.00
Structures	210,241.90	125,637.00	84,604.90
	$562,265.00	$336,000.00	$226,265.00

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1956

FOR FILING
F-191 (13)
4657

FORM 2-126 50M REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 4, 1956

Tillamook People's Utility District
906 Main Avenue
Tillamook, Oregon

Re: File No. 25194
Tillamook-Donaldson Creek Section
Wilson River Highway
Contract No. 4657

Gentlemen:

Receipt is acknowledged of your letter of August 27, transmitting statement for $96.10, covering moving of power pole at Third Street connection on the above entitled project, which apparently was estimated to cost the sum of $58.00.

Your communication is being referred to the Office of the Construction Engineer for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RM
cc: Mr. L. H. Young
Assistant Construction Engineer
Forrest Cooper ✓
J. D. Walker

RECEIVED
SEP 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
AUG 21 1956
FOR FILING

I-191 (15)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 16, 1956
Salem, Oregon

SUBJECT: Tillamook-Donaldson Creek Section
Wilson River Highway
Contract No. 4657

To:

Mr. J. D. Walker
Division Engineer
State Highway Department
Office

Reference is made to Laboratory Reports No. 398006 and 398007, dated August 13, 1956 showing a high liquid limit either equal to our specifications or 5 percent above for the 1¼"-0 crushed gravel being produced. While the plasticity index of both tests are zero and the gradation good, it is necessary that further control be placed on the amount of fines.

Will you please instruct the resident engineer to have the contractor adjust his pit operations so that the undesirable fines are eliminated. It is suggested that a sand equivalent test be run during plant operation so that the inspector can inform the contractor when the fines are excessive.

Also, will you please have the resident engineer indicate when he has had the sand equivalent tests run on samples sent to the laboratory for testing.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY-WCH:jc

cc Forrest Cooper ✓
Ray Webber

NOTED
FORREST COOPER

RECEIVED
AUG 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
JUL 31 1956
FOR FILING
F-191(13)
4657

July 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering shoring and cribbing to hold railroad embankment slopes on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, Contract No. 4657, in connection with Federal Aid Project No. F-191(13).

The railroad shoofly is being constructed on the ground opposite Station 20+75 instead of on a trestle as originally planned. Due to the change in plans it will be necessary to excavate into the slopes of the railroad grade and place shoring to hold these slopes, in order to build the abutments and center pier of the undercrossing structure.

This work is to be paid for as an extra work item.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

HCW:ch

RECEIVED
JUL 31 1956
FOR FILING

F-191 (1-)

4657

July 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering flagging at temporary haul road crossing on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, Contract No. 4657, in connection with Federal Aid Project No. F-191(13).

This is additional flagging required where the temporary haul road crosses the railroad tracks at grade.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

WCW:sh

RECEIVED
JUL 25 1956
FOR FILING

F-191 (13)

4657

July 24, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 4 covering drainage correction on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, Contract No. 4657, in connection with Federal Aid Project No. F-191(13).

Failure of foundation soils occurred in the fill area between Stations 211+50 and 214, disrupting the 36" concrete pipe originally installed. It is necessary to remove fill and replace the 36" concrete pipe with 24" corrugated metal pipe to take care of the normal flow into the drain and install an additional 24" pipe on more stable ground to care for overflow.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:ia

Encl.

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RECEIVED
JUL 24 1956
FOR FILING

F-191 (13)

4657

July 19, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering excavating for railroad shoofly on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, Contract No. 4657, in connection with Federal Aid Project No. F-191(13).

The railroad shoofly is being constructed on the ground across and south of the existing Wilson River Highway opposite station 28+75, instead of on a trestle as originally planned.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

MCW:bb
Encl.

RECEIVED
JUN 26 1956
FOR FILING

4657

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1956

SUBJECT: Tillamook-Donaldson Creek
Wilson River Highway
Contract No. 4657

To:

Mr. J. D. Walker
Division Engineer
Office

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 392152, corrected, dated June 19, 1956 showing (1) a 2.7 percent deficiency of material retained on the 3/4-inch screen and (2) an excess of 6 percent in the liquid limit test.

Please inform the resident engineer that sand equivalent tests made at the plant site can aid him in assisting the contractor in producing cleaner aggregate. The test pits are available thru this office and the division soils engineer is capable of instructing the plant inspector in the tests. It appears that some scalping may be beneficial in removing excess fines.

Also, will you please instruct the resident engineer to so mark samples of improved aggregate submitted to the laboratory, that it is clear they represent corrected 1½"-0 crushed gravel.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams ✓
Ray Webber

RECEIVED
JUN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1956
FOR FILING

FORM E-90X—80M—11-55—8022

4657

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1956

SUBJECT: Tillamook-Donaldson Creek
Wilson River Highway
Contract No. 4657

NOTED
W. C. WILLIAMS

To:

Mr. J. D. Walker
Division Engineer
Office

Reference is made to Laboratory Report No. 391790, dated June 15, 1956 showing an excess of (a) 16.1 percent retained on the No. 4 sieve, (b) 13.8 percent retained on the No. 16 sieve, and (c) insufficient material passing the No. 40 sieve to allow testing for the plasticity index.

While this backfill material is an improvement over that reported on Laboratory Report No. 391006, dated June 8th, there is still much coarse material for the material currently sampled to be suitable. It is suggested that field screening of such material be done before submitting to the central laboratory, as the discrepancies of this size can be found with much less time and cost.

Will you please have the resident engineer resubmit samples of material he finds suitable for special backfill for confirmation by the central testing laboratory.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1956
FOR FILING

file

F-111(13)

4657

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
June 20, 1956

SUBJECT: Tillamook-Donaldson Creek Section
Wilson River Highway
Contract No. 4657

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

I am forwarding through regular channels Order for State Force Work covering the moving of a power pole from our Third Street connection on the subject-named job.

This pole is owned by the Tillamook People's Utility District and occupies private right of way on which they have an easement. It is, therefore, the obligation of the state to pay for the moving of this pole. Cost estimate for moving this pole is $58.00. It is recommended that the Legal Department address a letter to the Tillamook People's Utility District requesting that this pole be moved and advising that we will pay the cost of this move.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

RECEIVED
JUN 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Enfield
"For necessary action"

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1956

SUBJECT: Tillamook-Donaldson Creek Section
Wilson River Highway

To:

Mr. Forrest Cooper
Construction Engineer
Office

Herewith Order for State Force Work applying to contract project on the Tillamook-Donaldson Creek Section, undertaking the moving of a power pole which was on private property obtained for right of way, together with an estimate from the Tillamook People's Utility District for the cost of moving, which they estimate to be in the amount of $58.00.

J. D. Walker
Division Engineer

JDW:AM

RECEIVED
JUN 21 1956
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 19 1956
FOR FILING

FORM E-90X—30M—11-55

[illegible]

4657

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1956

SUBJECT: Tillamook-Donaldson Creek
Wilson River Highway
Contract No. 4657

To:

~~Mr. J. D. Walker~~
~~Division Engineer~~
~~OFFICE~~

Reference is made to Laboratory Report No. 391006, dated June 8, 1956 showing excess coarse material in the sample submitted for Special Backfill as follows:

3/8"	+ 0.2
#4	+ 42.2
#16	+ 31.2
#30	+ 8.2

The specifications that govern are shown on page 132 of the Standard Specifications in Section 32. The gradation of the material submitted is such that a plant screen test would have shown the deviation from the specifications.

Will you please have the resident engineer make plant preliminary screening tests of such material before submitting it to the laboratory, as this precaution will save considerable time and cost to the Department.

Will you also, please have him resubmit material he is reasonably sure of being suitable for final determination by the laboratory, and have him clearly show this material has been field screened for preliminary check.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

RECEIVED
JUN 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:WCM:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 6 - 1956
FOR FILING

F-191(13)

4657

June 4, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 1 covering State share of flagging costs on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, Contract No. 4657, in connection with Federal Aid Project No. F-191(13).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:hb

Encl.

RECEIVED
MAY 4 - 1956
FOR FILING

FORM E-90X—[illegible]
F-191
4657

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1956

SUBJECT:

NOTED
W. C. WILLIAMS

To: ~~Mr. J. D. Walker~~
~~Division Engineer~~
~~Office~~

The subcontract between Fred H. Slate Company, Oregon Limited, and E. C. Hall Company and Johnson & Amens, covering Item 6, 22 to 37 inclusive, and 49 to 61 inclusive, on the Tillamook-Donaldson Creek Contract No. 4657, Oregon F-191 (13) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Forrest Cooper
Construction Engineer

By Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:cf

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
MAY 4 1956
OFFICE OF
STATE HIGHWAY ENGINEER

9

RECEIVED
MAY 3 - 1956
FOR FILING

F-191 (13)
[illegible]

May 2, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 27, 1956 on Contract No. 4657, Tillamook-Donaldson Creek Section, in Tillamook County, in connection with Federal Aid Project No. F-191(13).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

RECEIVED
MAY 1 - 1956
FOR FILING

F-191(3)
4657

April 30, 1956

Fred H. Slate Co., Oreg. Ltd. &
E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4657, which was awarded to you by the State Highway Commission on April 17, covering the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 1 - 1956
FOR FILING

F-191(12)
4657

April 30, 1956

Fred H. Slate Co., Oreg. Ltd. &
E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4657, which was awarded to you by the State Highway Commission on April 17, covering the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 24 1956
FOR FILING
OREGON DISTRICT
F-191 (13)
4[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 17, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested by your letter of today and based on the conditions stated therein, we hereby concur as of this date in award of contract No. 4657 for Oregon Project F-191(13), Tillamook - Donaldson Creek Section of the Wilson River Highway to Fred H. Slate Co., Oregon Ltd., and E. C. Hall Co. of Portland, Oregon, low bidder in the amount of $471,167.50 at the March 2, 1956 bid opening.

Very truly yours,

C. G. POLK
District Engineer

By
A F Bester
A. F. BESTER
Supervising Hwy. Design Engineer

RECEIVED
APR 18 1956
STAT

RECEIVED
APR 17 1956
FOR FILING

F-191(13)

4657

April 17, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and structural work on the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County, Project F-191(13), to the Fred H. Slate Co., Ore. Ltd., and E. C. Hall Co. of Portland, Oregon, on the basis of the bid of $471,167.50 submitted on March 2, 1956.

Rights of entry for this contract are acquired except for three tracts east of Station 160, which will be acquired by condemnation proceedings not later than April 30, 1956. The bidder to whom the contract is to be awarded has agreed in writing to avoid entry upon the portion of the project which lies east of Station 160 until after April 30, 1956.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]:la

files

RECEIVED
APR 18 1956
FOR FILING

F-191 (13)
4.57

April 17, 1956

Fred H. Slate Co., Ore. Ltd.
& E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on March 2, 1956 accepted your proposal for grading, paving and construction of two undercrossing structures on Tillamook-Donaldson Creek Section of Wilson River Highway, Tillamook County, for the sum of $471,167.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4657.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

jmc
cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attn: Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

RECEIVED
APR 17 1956
FOR FILING

NOT

FORM 830—12½M—8-55—88208

…STIC SERVICE	
…k the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

April 17, 1956
1:30 p. m.

Fred H. Slate Co. Ore. Ltd.
& E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland, Oregon

Contract for Tillamook-Donaldson Creek Section of Wilson River Highway, Tillamook County, for which you submitted low bid on March 2, 1956 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Files ✓

MLF:smj

RECEIVED
APR 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1956
FOR FILING

FORM E30—12½M—6-55—96209

F 191 (3)
4-7

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1956

SUBJECT: Tillamook-Donaldson Creek Section
Tillamook County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Property on the above section of highway has either been acquired or placed under condemnation with the exception of the Swanson property, Station 187 to Station 201, the Donaldson property, Station 160 to 174, and the Peter Wyss property, Station 215 to 226. It will be necessary to have the Highway Commission approve a new resolution concerning the condemnations on these properties, and the complaints will be filed on April 26 or 27.

As far as this department is concerned, the contract can be awarded, provided the contractor will not take possession of these three properties until the complaints are filed. Mr. Enfield and myself recently discussed this problem with Mr. Polk, and he states that the Bureau will cooperate on the above basis.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:smj

RECEIVED
APR 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 6 - 1956
FOR FILING

F-191 (13)
4657

Cross Referenced To:
Adm
U.S. Dept
Dept of Int
JBM

April 5, 1956

Soule' Steel Company
P. O. Box 9594
Portland 10, Oregon

Attention: Mr. C. R. Reisner
District Office Manager

Gentlemen:

A joint venture bid submitted by Fred H. Slate Company, Oregon Ltd., and E. C. Hall Company was the successful bid for the Tillamook-Donaldson Creek Section of the Wilson River Highway. The bid was referred to the Engineer for award when certain conditions had been cleared, and at this date the contract has not been formally awarded.

The Great American Indemnity Company, through Wells-Reed Company acting as agent, furnished the proposal bond. We assume that the contract bond will be issued by the same company when the contract is finally awarded.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FQ:jmc

SOULÉ STEEL COMPANY
2630 N. W. ST. HELENS ROAD • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 3-5154

April 4, 1956

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We have been awarded the furnishing of reinforcing bars for the Tillamook-Donaldson Creek Section of Wilson River Highway by Johnson & Amens of McMinnville, Oregon, who, we are advised, are a subcontractor on this project. Will you kindly advise us the name of prime contractor, and the name of bonding company and the number of the bond furnished you on this contract.

Thank you.

Yours very truly,

SOULE' STEEL COMPANY

CRReisner
C. R. Reisner
District Office Manager

Wells Reed - agent
Great American Indem Co.
proposal bond

CRR:gw

RECEIVED
APR 5 1956
OREGON
STATE HIGHWAY COMMISSION

SAN FRANCISCO • LOS ANGELES • PORTLAND • SEATTLE Soulé SINCE 1911 PHOENIX • SALT LAKE CITY • DALLAS • NEW YORK

FORM 6-123 50M REVISED 2-55

RECEIVED
MAR 16 1956
FOR FILING

Cross Referenced To:
Adm
U.S. Dept
Dept. of Int.
B.P.A.

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 15, 1956

6291

Bonneville Power Administration
U. S. Department of the Interior
Portland 8, Oregon

Subject: File No. 3494
Tillamook-Donaldson Creek
Wilson River Highway
Tillamook County

Attention: John V. [illegible]

NOTED
W. C. WILLIAMS

Gentlemen:

This is to acknowledge your letter of February 17, 1956, which concerns the proposed acquisition of a portion of your Tillamook substation property for highway right of way.

The consideration of $[illegible] for the [illegible].14 acres is satisfactory to this Department, and it will so be recommended to the Highway Commission.

Because the roadway in front of your substation is a county road and not a state highway, it has been necessary to somewhat modify your proposed form of conveyance. While the highway department is to reconstruct this road so as to connect to the new Wilson River Highway, after the construction is completed, the maintenance thereof will be handled by Tillamook County. However, in addition to reconstructing the road, the State will also reconstruct any curbs, walks, driveways, or parking areas that are disturbed and are made necessary by the regrading of the county road.

The Department will also do its best to keep the area in front of your substation open for traffic during construction. The matter has been discussed with our Division Engineer, and he will do everything in his power to see that the road will be in condition so that your transformer bank can be transported to this site during the first week of June.

If the proposed modification to the instrument of conveyance is not satisfactory with your organization, it will be much appreciated if you will advise as early as possible.

Very truly yours,

[illegible]

By:
R. [illegible] Porter
Right of Way Engineer

[illegible]
Encs.
cc - J. D. [illegible]
W. C. Williams
Forrest Cooper

FORM E30—50M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 29, 1956

SUBJECT: Tillamook-Donaldson Creek
Bonneville Power Administration Agreement
Pacific Power and Light Agreement

To:

Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Reference your assignment No. 6391 reviewing Mr. John V. Mulcahy's letter, Bonneville Power Administration, setting forth their understanding of the agreement arrived at between Highway representatives and themselves regarding the acquirement of a portion of their property for right of way purposes.

Mr. J. D. Walker, who met with the Bonneville people, on the ground, says he cannot recall any talk of the State constructing walks, curbs, or surfacing of parking area; that he did agree with them to build the approach road as outlined in red on the accompanying map submitted by Bonneville. Mr. Walker further advises that he has been in contact with the Right of Way people who recently met with Bonneville representatives regarding the price to be paid for the property and that they also state that no mention was made of curbs, walks or surfacing of parking area. We will perhaps be stuck for this work, however, if such be the case we should have Bonneville very carefully delineate on one of their sketch maps the work they expect us to do.

I recommend that the Right of Way Department be directed to meet with these people again and get the whole matter ironed out.

Copy of Mr. Walker's letter is enclosed.

NOTED
E. F. [illegible]

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:ep

Attach.

RECEIVED
29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Noted
[illegible]

ASSIGNMENT

Date: **February 20, 1956** No. 6391 By WCW

Description: **Letter of February 17 from John V. Mulcahy of Bonneville Power Adm., copy of quitclaim deed, and two copies of map, Drawing No. 30826. Concerns agreements reached during meeting between their representatives and ours on 1-13 on relocation of hwy. in vicinity of Substation.**

Acknowledged by_____ Referred to **Cooper**

XX Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: **Is this ok?**
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 2-29-56 Report Received__________

STATES
T THE INTERIOR
ADMINISTRATION
3, OREGON

February 17, 1956

bject: State Highway Relocation
Vicinity of Tillamook SS

PLEASE RETURN TO
W. C. WILLIAMS

rm agreements reached during a meet-
nd Administration representatives
lack, Manager, Portland Area Office,
relocation of the State highway in
on's Tillamook Substation.

l convey to the State of Oregon a
the southeast corner of the sub-
res more or less, for a considera-

will maintain access to the sub-
station during highway construction. This substation is to be enlarged, the contract for which will be let in April 1956, and it is important that access be maintained at all times. The transformer bank will have to be moved into the substation the first week of June and road conditions and grades are to be such that the transformers may be moved on a trailer, 31'-5" between wheels, with a 9" clearance between the bed and roadway.

The Highway Department will construct a new entrance to the substation, including walks, curbs and parking area, in accordance with the enclosed specifications.

It is further understood that the new highway will have a divider from the Administration's substation west into the city, but that there will be no divider from the substation east, which will allow traffic to turn into the substation while traveling in either direction.

March 3, 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

February 17, 1956

Subject: State Highway Relocation
Vicinity of Tillamook SS

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Gentlemen:

This letter will confirm agreements reached during a meeting between Highway Department and Administration representatives in the office of Mr. Thomas A. Black, Manager, Portland Area Office, on January 13, 1956, concerning relocation of the State highway in the vicinity of the Administration's Tillamook Substation.

The Administration will convey to the State of Oregon a 50 by 250-foot parcel of land in the southeast corner of the substation site, containing 0.14 acres more or less, for a consideration of $300.00.

The Highway Department will maintain access to the substation during highway construction. This substation is to be enlarged, the contract for which will be let in April 1956, and it is important that access be maintained at all times. The transformer bank will have to be moved into the substation the first week of June and road conditions and grades are to be such that the transformers may be moved on a trailer, 31'-5" between wheels, with a 9" clearance between the bed and roadway.

The Highway Department will construct a new entrance to the substation, including walks, curbs and parking area, in accordance with the enclosed specifications.

It is further understood that the new highway will have a divider from the Administration's substation west into the city, but that there will be no divider from the substation east, which will allow traffic to turn into the substation while traveling in either direction.

Obtained by R/W Dept.

We are also enclosing for your review a draft of the proposed quitclaim deed.

We would appreciate your advising us if the foregoing agrees with your understanding of the arrangements discussed. Also, if you have any comments concerning the specifications for the new entrance to the substation, we would like to have them as soon as possible.

Very truly yours,

John V. Mulcahy

John V. Mulcahy
Asst. to the Chief Engineer
Land and Right of Way

Enclosures
  Draft of Quitclaim Deed
  Drawing, Serial No. 30826 (2)

RECEIVED
[illegible]
Counsel
STATE HIGHWAY COMMISSION

file

RECEIVED
MAR 12 1956
FOR FILING

Salem, Oregon
March 7, 1956

F- 191 (13)

4657

Mr. John W. Cattrall
City & County Relations Engineer
Office

MISC. CONTRACTS and AGREEMENTS No. 1708

Attached is a conformed copy of a throughway agreement with Tillamook County covering the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Tillamook County.

H. B. Glaisyer
Secretary

FH
Attach: 1

FORM 230—50M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1956

SUBJECT: Assignment #6379

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

L

Attached are three copies of a throughway agreement covering the Tillamook-Donaldson Creek section of the Wilson River Highway in Tillamook County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission.

This completes Assignment #6379.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION:
DATE Bids to be received Mar 2.
Secretary

Project approved in 5 yr. program
Dec 10, 1953

RECEIVED
FEB 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 25M 9-51 52919

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1956

SUBJECT: Throughway Agreement
Tillamook-Donaldson Creek Section
Wilson River Highway
Tillamook County

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Attached herewith are six copies of a throughway agreement for the Tillamook-Donaldson Creek Section of the Wilson River Highway in Tillamook County which you requested in your letter of December 29, 1955. Two copies of Exhibit "A" are attached to this agreement, and we have left the remaining four copies of the agreement unstapled so that the exhibits may be added more easily when they are obtained from the County and City Relations Division.

Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

bb

Attach.

RECEIVED
FEB 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1956
FOR FILING

T-191 (3)
4657

fil

Salem, Oregon
March 7, 1956

Mr. Robert H. Prange
Asst. Engr., County & City Relations
Office

Attached hereto is a conformed copy of an abamdonment agreement with the City of Tillamook covering the Tillamook-Donaldson Section of the Wilson River Highway in Tillamook County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Tillamook County.

H. B. Glaisyer
Secretary

Attach: 1

RECEIVED
MAR 8 - 1956
FOR FILING

F-191 131
4657

March 7, 1956

County Court of Tillamook County
Court House
Tillamook, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Tillamook County a fully executed copy of a throughway agreement between the State Highway Commission and Tillamook County covering the Tillamook-Donaldson Creek section of the Wilson River Highway in Tillamook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAR 20 1956
FOR FILING

AGENDA
MAR 1 1956
A

F-191 (13)
4651

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1956

SUBJECT: Assignment #6350

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an abandonment agreement covering the Tillamook-Donaldson Creek Section of the Wilson River Highway No. 37 in Tillamook County. Two copies of the agreement have been signed by the proper county officials and are now re[illegible] for presentation to the Highway Commission.

This completes Assignment #6350.

Robert H. Prange
Asst. Engr., County & City Relations

RHP:mm
Att.

Project approved in 5 yr. pr. program Dec 10 1953

Bids to be received for this project on March 2 1956

Secretary

A)

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MAR 29 1956
FOR FILING

File ✓

F-191(13)
4657

06-35

February 15, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-191(13), Tillamook-Donaldson Creek Section of the Wilson River Highway. This is to authorise your advertising for bids.

Our approval of P. S. and E. and authorization for advertising are given subject to the State making any revisions which may appear necessary following a more detailed review of the plans for the railroad undercrossing structure, and following further investigations of footing conditions; and subject, further, to formal approval of the plans by the railroad company.

Concurrence in award of contract will be withheld pending (1) notification that all rights of way or rights of entry have been acquired; (2) receipt of copies of a satisfactory State-railroad agreement; and (3) receipt of evidence of approval of the plans by responsible railroad officials.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
FEB 29 1956
OREGON
STATE HIGHWAY COMMISSION

Assigned to Stephenson —

For use in all Filing Systems

F-191 (13)
4657

CROSS REFERENCE SHEET

Name or Subject **File No.**

Regarding Map J. R. Caufield
Tillamook-Donaldson Creek Section,
Wilson River Hwy.
Presented to the Commission in re to
condemnation proceedings.

Date Jan. 26-27, 1956

SEE

Name or Subject Room 124 **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."

Library Bureau
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Remington Rand Inc.
Branches Everywhere
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CROSS REFERENCE SHEET

Name or Subject

File No.

Regarding Map Lester Donaldson
Tillamook-Donaldson Creek Section,
Wilson River Highway.
Presented to the Commission in re to
condemnation proceedings.

Date Jan. 26-27, 1956

SEE

Name or Subject Room 124

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."

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CROSS REFERENCE SHEET

Name or Subject [illegible] **File No.**

Regarding Map [illegible]
Tillamook-Donaldson Creek Section,
Wilson River Hwy.
Presented to the Commission in re to
Condemnation proceedings.

Date Jan. 26-27, 1956

SEE

Name or Subject Room 124 **File No.**

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CROSS REFERENCE SHEET

Name or Subject [illegible] **File No.**

Regarding Map [illegible]
Tillamook-Donaldson Creek Section,
Wilson River Hwy.
Presented to the Commission in re to
Condemnation proceedings.

Date Jan. 26-27, 1956

SEE

Name or Subject Room 124 **File No.**

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FOR FILING

F-191 (13)
4657

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1955

SUBJECT:

To: Mr. Ray Webber
Ass't. Construction Engineer

NOTED
W. C. WILLIAMS

The design chart for the Tillamook-Donaldson Creek Section is not approved, due to the P.I. in the scalped subbase material.

Please redesign using crushed material for the entire base course.

Forrest Cooper
Ass't. Construction Engineer

FC:of

cc to: W. C. Williams

RECEIVED
SEP 3 - 1954
FOR FILING
F-191 (13)

4657

September 2, 1954

Oregon State Highway Commission

Gentlemen:

In our five-year program we propose the construction of the Donaldson Creek-Tillamook Section of the Wilson River Highway, with 1957 federal-aid funds. These funds may be available on July 1 of next year, if released in the same manner as this year.

We should immediately proceed with the acquisition of the right of way, as our survey has been determined. I attach hereto a sketch map indicating the relocated highway and recommend your approval thereof.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

WCW:me er

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of, or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, under the provisions of Chapter 374, Oregon Revised Statutes, the Highway Commission is authorized and empowered to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, including easements of air, view, light and access, which, in the judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Tillamook-Donaldson Creek Section of the Wilson River Highway; and

WHEREAS, the Highway Commission has by a resolution ordered and declared that said section of said highway shall be relocated, constructed, improved and maintained under the provisions and within the meaning and for the accomplishment of the purposes declared and provided under the said Chapter 374, Oregon Revised Statutes, commonly known as the "Throughway Law"; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block or tract of land, part of which is necessary for the above purposes, if by so doing the interests of the owners and the State are best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, for the purpose of relocating, constructing, improving, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary, and that access to and from the said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The State Highway Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway as a throughway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described

in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That it is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the respective owners remaining after the appropriation of the said real property; except that there shall be reserved unto the respective owners, their heirs and assigns, for service of their respective remaining land, such access reservations as are noted as to each parcel or parcels on the attached list marked Exhibit "A".

3. That the relocation, construction, improvement and maintenance of the said Tillamook-Donaldson Creek Section of the Wilson River Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and is being taken is necessary in the public interest, and the same has been planned, designed, located and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

4. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

5. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

6. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. ___________.

File No. 15756
Owner: Clarence A. Anderson and Irene M. Anderson
Use: The following described real property is necessary, in connection with the relocation, construction, improvement and maintenance of the Tillamook-Donaldson Creek Section of the Wilson River Highway, for right of way purposes for the widening, construction, improvement and maintenance of First Street in the City of Tillamook, Oregon, to wit:

A parcel of land lying in the Southwest quarter of the Northwest quarter (SW¼ NW¼) of Section 30, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon, and being a portion of that property described in that deed to Clarence A. and Irene M. Anderson, recorded in Book 113, Page 588, of Tillamook County Records of Deeds. The said parcel being that portion of said property included in a strip of land 30 feet in width, lying on the Northerly side of the center line of the West bound lane of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 13+00, said Station being 226.39 feet North and 106.07 feet East of the intersection of the center line of Third Street and the center line of Ocean Place in the City of Tillamook; thence South 77° 04' East, 94.24 feet; thence on a 572.96 foot radius curve left (the long chord of which bears South 84° 30' East) 148.67 feet to Station 15+42.91; the Northerly line of said strip of land crosses the East line of said property approximately opposite Station 14+52.

The parcel of land to which this description applies contains 81 square feet, more or less.

EXHIBIT A

File No. 22918
Owner: Karl Zweifel and Rose Zweifel
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Tillamook-Donaldson Creek Section of the Wilson River Highway, including its use for a connection between said relocated highway and an intersecting county road, to wit:

A parcel of land lying in the Southwest quarter of the Northwest quarter (SW¼ NW¼) of Section 29, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon, and being a portion of that property described in those deeds to Karl Zweifel and Rose Zweifel, recorded in Book 84, Page 403, and Book 112, Page 414, of Tillamook County Records of Deeds; the said parcel being that portion of said property included in a strip of land 140 feet in width, 50 feet on the southerly side and 90 feet on the northerly side of the center line of the East-bound lane of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 50+00, said Station being 955 feet East and 1,224 feet South of the Northwest corner of the Charles H. Haynes Donation Land Claim No. 43; thence North 78° 33' East, 1,000 feet to Station 60+00, said center line crossing the westerly and easterly lines of said property approximately at Stations 52+07 and 56+25, respectively.

The parcel of land to which this description applies contains 1.34 acres.

It is necessary that there shall be no right of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

The right, so long as any portions of the remaining property on both sides of the said relocated Wilson River Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 25 feet at Highway Engineer's centerline Station 54+80, such right to continue only so long as the crossing shall be used for farm purposes only.

A right to cross through a reinforced concrete box-type underpass to be constructed by the State Highway Commission, at its sole cost, on the real property hereinabove described, and under the highway to be constructed thereon at Highway Engineer's centerline Station 54+50. The said underpass will have a maximum horizontal clearance of 10 feet, 21 inches below the ceiling and 21 inches above the floor, and will have a minimum horizontal clearance of 9 feet at the floor and ceiling, and will have a maximum vertical clearance of 8 feet measured 6 inches inside the walls. Said right of crossing shall continue only so long as the portions of the property severed by the said highway and served by the said underpass are held under a common ownership.

EXHIBIT A

File No. 22919
Owner: Betty Burdick
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Tillamook-Donaldson Creek Section of the Wilson River Highway, to wit:

A parcel of land lying in the South half of the Northwest quarter (S½ NW¼) of Section 29, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon, and being a portion of the following described property:

Beginning at a point on the northerly line of the Charles H. Haynes Donation Land Claim 3.25 chains East of the West line of Section 29, Township 1 South, Range 9 West, W.M.; thence East 26.77 chains; thence South 1° West 22.77 chains to the center of the County Road; thence along the center of said County Road South 89° West 12.26 chains; thence South 83° West 14.66 chains to a point 3.25 chains East of the West line of said Section 29; thence North 1° East 24.36 chains to the point or place of beginning; the said parcel being that portion of said property lying easterly of that tract described in that deed to Karl Zweifel, et ux., recorded in Book 112, Page 414, Tillamook County Deeds and included in a strip of land 140 feet in width, 50 feet on the southerly side and 90 feet on the northerly side of the center line of the East-bound land of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 50+00, said Station being 955 feet East and 1,224 feet South of the Northwest corner of the Charles H. Haynes Donation Land Claim No. 43; thence North 78° 33' East 2,500 feet to Station 75+00, said center line crossing the easterly line of said Zweifel tract and the easterly line of the above-described property approximately at Stations 56+25 and 72+36, respectively.

The parcel of land to which this description applies contains 5.18 acres.

It is necessary that there shall be no right of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the owner which abuts thereon remaining after the appropriation of the above-described real property; provided, however, that there shall be reserved unto the owner, her heirs and assigns, for service of the said remaining land, the following:

The right, so long as any portions of the remaining property on both sides of the said relocated Wilson River Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 25 feet at Highway Engineer's centerline Station 55+80, such right to continue only so long as the crossing shall be used for farm purposes only.

A right to cross through a reinforced concrete box-type underpass to be constructed by the State Highway Commission, at its sole cost, on the real property hereinabove described, and under the highway to be constructed thereon at Highway Engineer's centerline Station 55+50. The said underpass will have a maximum horizontal clearance of 10 feet, 21 inches below the ceiling and 21 inches above the floor, and will have a minimum horizontal clearance of 9 feet at the floor and ceiling, and will have a maximum vertical clearance of 8 feet measured 6 inches inside the walls. Said right of crossing shall continue only so long as the portions of the property severed by the said highway and served by the said underpass are held under a common ownership.

File No. 23491
Owner: Roy E. Smith and Kathryn E. Smith.
Use: The following described real property is necessary for right of way purposes in connection with the relocation of the Tillamook-Donaldson Section of the Wilson River Highway for the widening, construction, improvement, and maintenance of First Street in the City of Tillamook, Oregon, to wit:

A parcel of land lying in Lots 2, 3, and 4, Block 2, H. F. Goodspeed's Addition to Tillamook City, situated in Section 30, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon; the said parcel being that portion of said Lots 2, 3, and 4 included in a strip of land 30 feet in width, lying on the southerly side of the center line of the East-bound lane of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 14+12.08, said Station being 134.87 feet North and 221.32 feet East of the intersection of the center line of Third Street and the center line of Ocean Place in the City of Tillamook; thence on a 260.44 foot radius curve right (the long chord of which curve bears North 75° 40' 30" East) 112.65 feet; thence North 88° 04' East, 16.82 feet to Station 15+41.55 back equals 15+44.38 ahead; thence continuing North 88° 04' East parallel to and 14 feet southerly from the main center line of the Wilson River Highway, 155.62 feet to Station 17+00, the southerly line of said strip of land crosses the West line of said Lot 4 and East line of said Lot 2 approximately opposite Stations 15+16 and 16+75, respectively.

Except that portion of said strip of land lying within the East 12.5 feet of said Lot 2.

The parcel of land to which this description applies contains 747 square feet, more or less.

EXHIBIT A

File No. 23491
Owner: Roy E. Smith and Kathryn E. Smith.
Use: The following described real property is necessary for right of way purposes in connection with the relocation of the Tillamook-Donaldson Section of the Wilson River Highway for the widening, construction, improvement, and maintenance of First Street in the City of Tillamook, Oregon, to wit:

A parcel of land lying in Lots 2, 3, and 4, Block 2, H. F. Goodspeed's Addition to Tillamook City, situated in Section 30, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon; the said parcel being that portion of said Lots 2, 3, and 4 included in a strip of land 30 feet in width, lying on the southerly side of the center line of the East-bound lane of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 14+12.08, said Station being 134.87 feet North and 221.32 feet East of the intersection of the center line of Third Street and the center line of Ocean Place in the City of Tillamook; thence on a 260.44 foot radius curve right (the long chord of which curve bears North 75° 40' 30" East) 112.65 feet; thence North 88° 04' East, 16.82 feet to Station 15+41.55 back equals 15+44.38 ahead; thence continuing North 88° 04' East parallel to and 14 feet southerly from the main center line of the Wilson River Highway, 155.62 feet to Station 17+00, the southerly line of said strip of land crosses the West line of said Lot 4 and East line of said Lot 2 approximately opposite Stations 15+16 and 16+75, respectively.

Except that portion of said strip of land lying within the East 12.5 feet of said Lot 2.

The parcel of land to which this description applies contains 747 square feet, more or less.

File No. 23492
Owner: Mary E. Watt
Use: The following described real property is necessary, in connection with the relocation, construction, improvement and maintenance of the Tillamook-Donaldson Creek Section of the Wilson River Highway, for right of way purposes for the widening, construction, improvement and maintenance of First Street in the City of Tillamook, Oregon, to wit:

A parcel of land lying in Lot 1 and the East 12.5 feet of Lot 2, Block 2, Goodspeeds Addition to Tillamook City, of Section 30, Township 1 South Range 9 West, W.M., Tillamook County, Oregon. The said parcel being that portion of said Lot 1 and the East 12.5 feet of Lot 2, lying Northerly of a line which is parallel to and 44 feet Southerly of the center line of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 15+44.38 said Station being 177.10 feet North and 345.95 feet East of the intersection of the center line of Third Street and the center line of Ocean Place in the City of Tillamook; thence North 88° 04' East 255.62 feet to Station 18+00. The Southerly line of said parcel crosses the West line of the East 12.5 feet of said Lot 2 approximately opposite Station 16.61.

The parcel of land to which this description applies contains 100 square feet, more or less.

EXHIBIT A

File No. 23498
Owner: John Leland Bester and Elizabeth P. Bester.
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Tillamook-Donaldson Creek Section of the Wilson River Highway, to wit:

A parcel of land lying in the John S. Tripp Donation Land Claim No. 42, also situated in Section 29, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon, and being a portion of that property described in that deed to John Leland Bester and Elizabeth P. Bester, recorded in Book 47, Page 181, of Tillamook County Records of Deeds; the said parcel being that portion of said property lying northerly of a line which is parallel to and 55 feet southerly of the center line of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 76+00, said Station being 264 feet South and 185 feet West of the Northwest corner of said John S. Tripp Donation Land Claim No. 42; thence North 78° 33' East, 800 feet to Station 84+00, said center line crossing the West and East lines of said property approximately at Stations 80+57 and 82+75, respectively.

The parcel of land to which this description applies contains 1.01 acres.

It is necessary that there shall be no right of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property.

File No. 23503
Owner: John Kunzi
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Tillamook-Donaldson Creek Section of the Wilson River Highway, including its use for connections between said relocated Wilson River Highway and two intersecting county roads, to wit:

A parcel of land lying in the Nathan Dougherty and Lydia Dougherty Donation Land Claim No. 41, also situated in the West half of the Northwest quarter (W½ NW¼) of Section 28, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon, and being a portion of that property described in that deed to John Kunzi, recorded in Book 28, Page 531, of Tillamook County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the East-bound land of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 112+00, said Station being 438 feet North and 654 feet East of the Northeast corner of the John S. Tripp Donation Land Claim No. 42, Township 1 South, Range 9 West, W.M.; thence North 78° 33' East, 2800 feet to Station 140+00; the said parcel consisting of two parts, in Part No. 1 said center line crossing the West and East lines of said property approximately at Stations 112+90 and 119+94, respectively, and in Part No. 2 the westerly and easterly extremities are lying northerly of and approximately opposite Stations 131+40 and 134+20, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
Easterly line of Schild County Road	113+80	180 feet taper to 95 feet	60 feet
113+80	115+00	95 feet	60 feet
115+00	120+00	95 feet	60 feet taper to 70 feet
120+00	130+00	95 feet	70 feet
130+00	133+50	105 feet	70 feet
133+50	Westerly line of Olsen County Road	105 feet taper to 140 ft.	70 feet

The parcel of land to which this description applies contains 2.75 acres.

It is necessary that there shall be no right of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

The right, so long as any portions of the remaining property on both sides of the said relocated Wilson River Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 25 feet at Highway Engineer's centerline Station 119+65, such right to continue only so long as the crossing shall be used for farm purposes only.

A right to cross through a reinforced concrete box-type underpass to be constructed by the State Highway Commission, at its sole cost, on the real property hereinabove described, and under the highway to be constructed thereon at Highway Engineer's centerline Station 119+00. The said underpass will have a maximum horizontal clearance of 10 feet, 21 inches below the ceiling and 21 inches above the floor, and will have a minimum horizontal clearance of 9 feet at the floor and ceiling, and will have a maximum vertical clearance of 8 feet measured 6 inches inside the walls. Said right of crossing shall continue only so long as the portions of the property severed by the said highway and served by the said underpass are held under a common ownership.

EXHIBIT A

File No. 23508
Owner: Lester Donaldson, legal owner; Luta Donaldson, life tenant.
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Tillamook-Donaldson Creek Section of the Wilson River Highway, to wit:

A parcel of land lying in the Southwest quarter of the Southwest quarter (SW¼ SW¼) of Section 22, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon; the said parcel being that portion of said Southwest quarter of the Southwest quarter (SW¼ SW¼) included in a strip of land variable in width, lying on each side of the center line of the East-bound lane of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 159+00, said Station being 93 feet North and 125 feet West of the Southwest corner of said Section 22; thence North 78° 33' East, 1600 feet to Station 175+00, said center line crossing the West and East lines of said Southwest quarter of the Southwest quarter (SW¼ SW¼) approximately at Stations 160+20 and 173+71, respectively.

The widths in feet of the strip of land referred to above are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
159+00		173+50	75 feet	50 feet
173+50		Westerly Line of Donaldson County Road.	75 feet taper to 105 feet	50 feet

The parcel of land to which this description applies contains 3.85 acres outside of the existing right of way.

It is necessary that there shall be no right of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property.

File No. 23509
Owner: Peter Becker, legal owner; Hans Leuthold and Frances Leuthold, contract purchasers.
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Tillamook-Donaldson Creek Section of the Wilson River Highway, including its use for a connection between said relocated highway and an intersecting county road, to wit:

A parcel of land lying in the Southeast quarter of the Southwest quarter (SE¼ SW¼) of Section 22, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon; the said parcel being that portion of said Southeast quarter of the Southwest quarter (SE¼ SW¼) included in a strip of land variable in width, lying on each side of the center line of the East-bound lane of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 173+00, said Station being 370 feet North and 1,247 feet East of the Southwest corner of said Section 22; thence North 78° 33' East, 2000 feet to Station 193+00, said center line crossing the West and East lines of said Southeast quarter of the Southwest quarter (SE¼ SW¼) approximately at Stations 174+11 and 187+60, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to	Station	Width on Northerly Side of Center Line
Easterly line of Donaldson County Road to	174+80	130 feet taper to 60 feet
174+80	178+50	60 feet
178+50	179+25	60 feet taper to 90 feet
179+25	191+00	90 feet

Station to	Station	Width on Southerly Side of Center Line
Easterly line of Donaldson County Road to	181+00	50 feet
181+00	191+00	50 feet taper to 65 feet

The parcel of land to which this description applies contains 4.10 acres.

It is necessary that there shall be no right of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

The right, so long as any portions of the remaining property on both sides of the said relocated Wilson River Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 25 feet at Highway Engineer's centerline Station 180+25, such right to continue only so long as the crossing shall be used for farm purposes only.

A right to cross through a reinforced concrete box-type underpass to be constructed by the State Highway Commission, at its sole cost, on the real property hereinabove described, and under the highway to be constructed thereon at Highway Engineer's centerline Station 181+00. The said underpass will have a maximum horizontal clearance of 10 feet, 21 inches below the ceiling and 21 inches above the floor, and will have a minimum horizontal clearance of 9 feet at the floor and ceiling, and will have a maximum vertical clearance of 8 feet measured

6 inches inside the walls. Said right of crossing shall continue only so long as the portions of the property severed by the said highway and served by the said underpass are held under a common ownership.

The State Highway Commission has further found it necessary to acquire and remove all of that certain dwelling house located partially upon the real property hereinabove described and partially upon the owner's remaining real property approximately opposite Highway Engineer's centerline Station 175+50. In connection therewith, it is necessary to acquire a right of entry to go upon the owner's remaining real property contiguous to the said dwelling house for the purpose of moving, dismantling, or otherwise disposing of the same.

EXHIBIT A

File No. 23510
Owner: Charles B. Swanson and Ella Marie McDonald
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Tillamook-Donaldson Creek Section of the Wilson River Highway, to wit:

A parcel of land lying in the Southwest quarter of the Southeast quarter (SW¼ SE¼) of Section 22, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon; the said parcel being that portion of said Southwest quarter of the Southeast quarter (SW¼ SE¼) included in a strip of land variable in width, lying on each side of the center line of the East-bound lane of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 173+00, said Station being 370 feet North and 1,247 feet East of the Southwest corner of said Section 22; thence North 78° 33' East, 3,000 feet to Station 203+00, said center line crossing the West and East lines of said Southwest quarter of the Southeast quarter (SW¼ SE¼) approximately at Stations 187+51 and 201+14, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
181+00		191+00	90 feet	50 feet taper to 65 feet
191+00		201+50	90 feet	65 feet

The parcel of land to which this description applies contains 4.8 acres.

It is necess that there shall be no right of access of any nature between the right of way of the said Tillamook-Donaldson Creek Section of the Wilson River Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

The right, so long as any portions of the remaining property on both sides of the said relocated Wilson River Highway and served by such crossing are held by a common ownership, to establish, maintain, and use a crossing of a width of 25 feet at Highway Engineer's centerline Station 200+00, such right to continue only so long as the crossing shall be used for farm purposes only.

A right to cross through a reinforced concrete box-type underpass to be constructed by the State Highway Commission, at its sole cost, on the real property hereinabove described, and under the highway to be constructed thereon at Highway Engineer's centerline Station 195+00. The said underpass shall have a maximum horizontal clearance of 10 feet, 21 inches below the ceiling and 21 inches above the floor, and will have a minimum horizontal clearance of 9 feet at the floor and ceiling, and will have a maximum vertical clearance of 8 feet measured 6 inches inside the walls. Said right of crossing shall continue only so long as the portions of the property severed by the said highway and served by the said underpass are held under a common ownership.

File No. 23511
Owner: Chris Wyss and Mida Wyss, legal owners; Vern Lucas and Lorraine Lucas, contract purchasers.
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement, and maintenance of the Tillamook-Donaldson Creek Section of the Wilson River Highway, to wit:

A parcel of land lying in the East half of the Southeast quarter (E½ SE¼) of Section 22, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon; the said parcel being that portion of said East half of the Southeast quarter (E½ SE¼) included in a strip of land variable in width, lying on each side of the center line of the East-bound lane of the Wilson River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 200+00, said Station being 942 feet North and 1,409 feet West of the Southeast corner of said Section 22; thence North 78° 33' East, 1600 feet to Station 216+00, said center line crossing the West and East lines of said East half of the Southeast quarter (E½ SE¼) approximately at Stations 201+14 and 214+74, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
200+00		201+50	90 feet	65 feet
201+50		204+00	90 feet	60 feet
204+00		205+00	90 feet taper to 100 feet	60 feet
205+00		214+00	100 feet	60 feet
214+00		216+00	100 feet taper to 80 feet	60 feet

The parcel of land to which this description applies contains 4.9 acres.

It is necessary that there shall be no right of access of any nature between the right of way of the said relocated Wilson River Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

The right, so long as any portions of the remaining property on both sides of the said relocated Wilson River Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 25 feet at Highway Engineer's centerline Station 202+50, such right to continue only so long as the crossing shall be used for farm purposes only.

The right, so long as any portions of the remaining property on both sides of the said relocated Wilson River Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 25 feet at Highway Engineer's centerline Station 211+50, such right to continue only so long as the crossing shall be used for farm purposes only.

A right to cross through a reinforced concrete box-type underpass to be constructed by the State Highway Commission, at its sole cost, on the real property hereinabove described, and under the highway to be constructed thereon at Highway Engineer's centerline Station 202+10. The said underpass will have a maximum horizontal clearance of 10 feet, 21 inches below the ceiling and 21 inches above the floor, and will have a minimum horizontal clearance of 9 feet at the floor and ceiling, and will have a maximum vertical clearance of 8 feet measured 6 inches inside the walls. Said right of crossing shall continue only so long as the portions of the property severed by the said highway and served by the said underpass are held under a common ownership.

EXHIBIT A

File No. 23801
Owner: J. R. Caufield and Ella Caufield
Use: The following described real property is necessary for the acquisition of roadbuilding materials to be used in connection with the construction and maintenance of highways of the state highway system, to wit:

A parcel of land lying in the Southwest quarter of the Northwest quarter (SW¼ NW¼) of Section 22, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon, and being a portion of the following described property:

That tract of land described in that certain deed to J. R. Caufield, recorded in Book 142, Page 481, of Tillamook County Record of Deess; the said parcel being described as follows:

Beginning at the Northwest corner of the Southwest quarter (SW¼) of the Northwest quarter (NW¼) of said Section; thence South 89° 46' 30" East 660 feet to the Northeast corner of said property, the true point of beginning; thence South 0° 26' West, 660 feet to the Southeast corner of said property; thence North 89° 46' 30" West, 170 feet to the center line of the Wilson River; thence along the center line of said river North 34° 00' West, 360 feet and North 29° 00' East, 413.38 feet to the North line of said property; thence South 89° 46' 30" East 175.89 feet to the true point of beginning.

The parcel of land to which this description applies contains 4 acres, more or less.

File No. 23802
Owner: Lester Donaldson
Use: The following described real property is necessary for the acquisition of roadbuilding materials to be used in connection with the construction and maintenance of highways of the state highway system, to wit:

A parcel of land lying in the South half of the Northwest quarter (S½ NW¼) of Section 22, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon, and being a portion of the following described property:

That tract of land described in that certain deed to Lester Donaldson, recorded in Book 142, Page 18, of Tillamook County Record of Deeds, the said parcel being described as follows:

Beginning at the Northwest corner of the Southwest quarter of the Northwest quarter (SW¼ NW¼) of the said Section; thence South 89° 46' 30" East, 660 feet; thence South 0° 26' West, 328 feet to the true point of beginning; thence South 72° 30' East, 795 feet; thence North 50° 14' 30" East, 333.29 feet to the Northeast line of said property; thence South 45° 00' East, along said Northeast line 996 feet to the center line of the Wilson River; thence along the center line of said river the following courses and distances: North 82° 30' West, 345 feet West 855 feet; North 74° 00' West, 378 feet, North 57° 30' West, 323 feet, and North 37° 30' 10" West, 95.91 feet to the South line of that tract described in that deed to J. R. Caufield recorded in Book 142, Page 481, Tillamook County Deed Records; thence South 89° 46' 30" East along the South line of said Caufield tract 170 feet to the Southeast corner of said Caufield tract; thence North 0° 26' East 332 feet to the true point of beginning.

The parcel of land to which this description applies contains 17.5 acres, more or less.

EXHIBIT A

F-183 (10) Cornelius-Hillsboro Unit, 1956
Forest Grove-Hillsboro
4658 Section

F-183 (10) Cornelius-Hillsboro Unit, 1956
Forest Grove-Hillsboro
4658 Section

RECEIVED

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS

August 11, 1958

F 183(10)

Cornelius-Hillsboro Section
Contract No. 4658

Grading and Paving
Warren Northwest, Inc., Contractor
John H. Burton, Resident Engineer

Tualatin Valley Highway
Prefix 34-1095
Project F 183(10)

4658

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3) Clearing & Grubbing	100%	All	$ 7,500	$	$ 7,249.26	$ 7,500.00
3) Removal of Catch Basins	6	Each	15.00	10.29	61.72	90.00
3) Removal of Curbs	458.5	Lin. Ft.	.75	.38	173.37	343.88
3) Removal of Walks	180	Sq. Yds.	.50	.28	50.05	90.00
3) Drainage Excavation	1,823.61	Cu. Yds.	2.50	2.39	4,364.55	4,559.03
3) General Excavation	45,789.9	Cu. Yds.	.44	.45	20,389.58	20,147.56
3) Short Overhaul	157,212.2	Yd. Stas.	.01	.01	1,594.87	1,572.12
3) Long Overhaul	8,330.16	C-yd. Sta.	.40	.42	3,487.92	3,332.06
3) Finish Roadbed and Slopes	3.27	Mile	500.00	500.00	1,617.64	1,635.00
3) 12" Concrete Pipe	2,944	Lin. Ft.	1.49	1.47	4,317.41	4,386.56
3) 18" Concrete Pipe	627	Lin. Ft.	2.90	2.29	1,433.27	1,818.30
3) 22" Arch Type CMP	184	Lin. Ft.	4.50	3.97	730.32	828.00
3) 43" Arch Type CMP	133	Lin. Ft.	14.00	12.47	1,657.92	1,862.00
3) 12" Sewer Pipe	593	Lin. Ft.	1.75	1.24	738.16	1,037.75
3) 15" Sewer Pipe	591	Lin. Ft.	2.20	1.91	1,127.16	1,300.20
3) 18" Sewer Pipe	632	Lin. Ft.	3.00	2.80	1,772.37	1,896.00
3) 24" Sewer Pipe	1,034	Lin. Ft.	3.50	3.47	3,591.64	3,619.00
3) Extra for Pipe Under Pavement	154	Lin. Ft.	3.00	2.47	381.01	462.00
1) Concrete Catch Basins	21	Each	70.00	70.00	1,470.00	1,470.00
1) Concrete Manholes	10	Each	225.00	225.00	2,250.00	2,250.00
1) Adjustment of Manholes	3	Each	50.00	50.00	150.00	150.00
1) Concrete Curbs	106.34	Cu. Yds.	35.80	35.80	3,806.97	3,806.97
1) Concrete Walks	92.21	Sq. Yds.	3.40	3.40	313.51	313.51
3) Metal Sight Posts	110	Each	2.40	2.08	228.76	264.00
2) Coarse Crushed Mat'l in Base	77,980.5	Cu. Yds.	1.98	1.95	152,016.71	154,401.39
2) 3/4"-0 Material in Base	9,876.8	Cu. Yds.	2.08	2.02	19,996.86	20,543.74

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1&2) Sprinkling	866	M-gal.	$ 2.00	$ 1.93	$ 1,667.62	$ 1,732.00
2) Preparation of Base	3.27	Mile	150.00	123.93	405.26	490.50
1&2) 3/4"-0 Mat'l in Binder Course	796	Cu. Yds.	3.60	3.24	2,578.86	2,865.60
1) RC-3 Asph. in Binder Course	105.68	Ton	40.00	34.38	3,633.47	4,227.20
1&2) Asph. Conc. in Mixture	23,653.65	Ton	3.75	3.66	86,647.01	88,701.19
1) 85-100 Asph. in Mixture	1,343.53	Ton	29.00	27.34	36,744.10	38,962.37
1) RS-1 Asph. in Tack Coat	5.88	Ton	50.00	49.10	288.68	294.00
1) Extra for Asph. Conc. Approaches	123	Each	25.00	21.92	2,695.78	3,075.00
1) Asph. Conc. Traffic Markers	4,596.9	Lin. Ft.	.90	.56	2,568.18	4,137.21
1&2) Furnish & Place Aggregate	1,120	Cu. Yds.	4.50	4.26	4,766.95	5,040.00
1) 150-200 Asph. in Shldr. Oiling		Ton	34.00			
1) RS-1 Asph. in Shldr. Oiling	22.2	Ton	36.00	37.66	836.15	799.20
3) PA #1 Removal of Manholes	3	Each	100.00	71.49	214.47	300.00
3) PA #1 4" Concrete Pipe	15	Lin. Ft.	1.00	.83	12.31	15.00
3) PA #1 6" Concrete Pipe	77	Lin. Ft.	1.20	.98	75.23	92.40
3) PA #1 8" Concrete Pipe	6	Lin. Ft.	1.35	1.13	6.79	8.10
3) PA #1 10" Concrete Pipe	6	Lin. Ft.	1.55	1.34	8.06	9.30
3) PA #1 6" Perf. CMP	1,731	Lin. Ft.	2.25	2.18	3,773.63	3,894.75
3) PA #1 (New) Spec. Backfill in Drains	413	Cu. Yds.	5.00	4.19	1,730.88	2,065.00
3) PA #2 Borrow Excavation	3,790.7	Cu. Yds.	.60	.60	2,263.53	2,274.42
3) PA #2 Short Overhaul on Borrow	22,744.2	Yd. Stas.	.01	.01	227.34	227.44
3) PA #2 Long Overhaul on Borrow	1,173.31	C-yd. Stas.	.40	.38	440.32	469.32
2) PA #3 4"-2" Pitrun Rock	66	Cu. Yds.	5.75	4.34	286.29	379.50
1) PA #4 120-150 Asphalt in Shoulder Oiling	71.02	Ton	34.00	32.09	2,278.85	2,414.68
1,2&3) Force Account					4,524.05	5,048.95
					$393,644.84	$407,202.20
2) Revenue from Gravel Stockpiled for Future Use	18,936	Cu. Yds.	Cost included in the base & 3/4"-0 and paving aggregate			18,936.00
						$426,138.20

	Gross Revenue	Total Cost	Profit	% Profit
1) Warren Northwest Inc.	$132,819.36	$114,766.86	$18,052.50	13.6
2) Newport Construction Company	226,249.42	214,551.00	11,698.42	5.2
3) Rex Ayers	67,069.42	64,326.98	2,742.44	4.0
	$426,138.20	$393,644.84	$32,493.36	7.6

Net Profit Equals 7.6 per cent of Gross Revenue

Detail of Cost
Newport Construction Co.

Labor:			
Labor		$101,960.58	
Labor Insurance		6,749.78	
Health & Welfare		3,232.41	$111,942.77
Materials:			
RC-3 Asphalt Including Freight	105.68 Ton at $29.20	$ 3,085.77	3,085.77
Equipment Rentals & Misc. Supplies:			
Equipment Rental, Owned		$ 49,271.46	
" " , Hired Fully-operated		6,478.06	
Gas, Oil & Grease		5,688.94	
Bond		1,433.57	
P.U.C.		5,055.45	
P.L. & P.D. Insurance		444.54	
Electricity Used For Power		4,974.87	
Royalty on Gravel		16,377.90	
Small Tools & Misc. Supplies		1,985.00	
Move In, Freight & Cartage		2,065.57	
Home Office & General Overhead		5,747.10	99,522.46
Total Cost			$214,551.00

Detail of Cost
Newport Construction Co.

Labor:			
Labor		$101,960.58	
Labor Insurance		6,749.78	
Health & Welfare		3,232.41	$111,942.77
Materials:			
RC-3 Asphalt Including Freight	105.68 Ton at $29.20	$ 3,085.77	3,085.77
Equipment Rentals & Misc. Supplies:			
Equipment Rental, Owned		$ 49,271.46	
" " , Hired Fully-operated		6,478.06	
Gas, Oil & Grease		5,688.94	
Bond		1,433.57	
P.U.C.		5,055.45	
P.L. & P.D. Insurance		444.54	
Electricity Used For Power		4,974.87	
Royalty on Gravel		16,377.90	
Small Tools & Misc. Supplies		1,985.00	
Move In, Freight & Cartage		2,065.57	
Home Office & General Overhead		5,747.10	99,522.46
Total Cost			$214,551.00

Detail of Cost
Warren Northwest Co.

Labor:			
Labor		$25,815.37	
Labor Insurance		1,768.78	
Health & Welfare		495.31	
			$ 28,079.46
Materials:			
85-100 Asphalt	1,343.53 Ton at $25.80	$34,663.07	
RS-1 Asphalt	28.08 " " 28.80	808.70	
120-150 Asphalt	71.02 " " 25.75	1,828.77	
Metal Sight Posts	110 Ea. " 1.23	135.30	
			37,435.84
Equipment Rentals & Misc. Supplies:			
Equipment Rental, Owned		$ 9,152.00	
" " , Hired		13,336.25	
Gas, Oil & Grease		2,021.93	
Bond		1,199.33	
P.U.C.		1,417.79	
P.L. & P.D. Insurance		350.99	
Move In, Freight & Cartage		474.36	
Home Office & General Overhead		5,996.66	
Amount Paid E. N. Peterson for Concrete Work		7,564.22	
Small Tools & Misc. Supplies		1,998.89	
Heating Oil		5,739.14	
			49,251.56
Total Cost			$114,766.86

Detail of Cost
Rex C. Ayers

Labor:

Labor	$27,251.25	
Labor Insurance	2,534.37	
Health & Welfare	838.47	$30,624.09

Materials:

12" Conc. Culv. Pipe	2,944	Lin. Ft.	at	$0.85	$ 2,502.40	
18" " " "	627	" "	"	1.53	959.31	
12" Conc. Sewer "	593	" "	"	0.72	426.96	
15" " " "	591	" "	"	1.08	638.28	
18" " " "	632	" "	"	1.44	910.08	
24" " " "	1,034	" "	"	2.97	3,070.98	
4" Concrete Pipe	15	" "	"	0.45	6.75	
6" " "	77	" "	"	0.60	46.20	
8" " "	6	" "	"	0.75	4.50	
10" " "	6	" "	"	0.90	5.40	
6" Perf. Metal Pipe	1,731	" "	"	1.02	1,765.62	
6" " " Bands	85	Each	"	1.02	86.20	
22" Corr. Metal Arch Pipe	184	Lin. Ft.	"	3.30	607.20	
22" Corr. Metal Arch Bands	10	Each	"	3.30	33.00	
43" Corr. Metal Arch Pipe	133	Lin. Ft.	"	10.06	1,337.98	
43" Corr. Metal Arch Bands	6	Each	"	10.06	60.36	
Metal Sight Posts	110	Each	"	1.85	203.50	12,664.72

Equipment Rentals & Misc. Supplies:

Equipment Rental	$12,620.89	
Gas, Oil & Grease	3,555.35	
Bond	503.02	
P.U.C.	120.46	
P.L. & P.D. Insurance	340.64	
Small Tools & Misc. Supplies	670.47	
Freight & Cartage	1,550.60	
Home Office & General Overhead	1,676.74	21,038.17

Total Cost $64,326.98

Cornelius-Hillsboro
Contract #4658

Remarks:

This was a "Federal Aid Primary Project" calling for grading and paving of 3.32 miles of highway roadbed on the Cornelius-Hillsboro Unit of the Tualatin Valley Highway in Washington County.

The contract was bid March 1st, 1956 and awarded April 26th, 1956. Work started May 15th, 1956 and the project was completed August 15th, 1957.

The Rex C. Ayers Construction Co. subcontracted the clearing, grading and all of the concrete culvert and sewer pipe. The subcontractor moved in and started clearing and laying culvert pipe May 15th, 1956 with one ½ cu. yd. shovel with a backhoe attachment, one D-6 cat and dozer and a crew of five men. On July 30th, 1956 the grading equipment, which consisted of two Tournapulls, two D-8 cats and dozers and one grader, was moved in and work started on the excavation. Progress was rather slow on this work due to being through the city of Cornelius.

The Newport Construction Co. subcontracted the crushing and placing of the base and the 3/4"-0 material, and the paving aggregate was stockpiled at the crusher setup, which was located at the Gales Creek Sand & Gravel Co. The contractor started crushing gravel October 1st, 1956 and completed the crushing May 3rd, 1957. A total of 128,122 cu. yd. of gravel was crushed in 1,052 hours for an average of 121 cu. yd. per hour. The base and level course gravel was hauled with seven 18 cu. yd. trains and handled on the street with two blades and two rollers. Very good progress was made on the crushing, hauling and placing of the gravel. The subcontractor had a low bid price but managed to make a fair profit on excess material that was stockpiled at the plant setup.

The contractor moved in and set up his paving plant at the stockpile site and started paving July 2nd, 1957 and completed the paving, including the traffic markers, August 15th, 1957. A total of 23,653 tons of Class "B" asphaltic concrete was placed in 193 hours for an average of 122 tons per hour, which was good production. The Class "B" was hauled to the project with an average of twelve to fourteen 8 cu. yd. trucks and handled on the street with a Barber-Greene paver and two rollers.

The contractor had fair bid prices, good equipment and good supervision, realizing a fair profit.

M. N. Juve
Chief Cost Analyst

By . . George Kayser

Contract No 4658 4658

Monthly transaction number 5-15	F -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Washington
Project report number 7		Project number F-183(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 1, 1956, is hereby modified as follows:

Revised estimated total cost of project	$ 567,291.00
Revised Federal funds	$ 339,467.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7th day of May, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

May 1, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Cornelius-Hillsboro Section, Project No. F-183(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHG:cr

RECEIVED
AUG 21 1956
FOR FILING

Form PR-2 (Revised 1950)

F 183(10)
4658

CPR8-2117

State Oregon
Project No. F-183(10)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of August, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 31st day of January, 1956, a program, which was approved on the 7th day of February, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 15th day of February, 1956, and the sum of three hundred thirty eight thousand, and 00/100 dollars ($338,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 36+60 and 212+00, Cornelius east and west,

, length 3.322 miles, in Washington County,

being Oregon project No. F-183(10), consisting of 3.265 miles of

roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.057 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred thirty eight thousand, and 00/100 dollars ($338,000.00), which does not exceed the authorized Federal pro rata share of five hundred forty-six thousand, two hundred eighty and 35/100 dollars ($546,280.35), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

Oregon State Highway De[illegible]tment

Federal Aid
Project No. F-183(10)

CORNELIUS-HILLSBORO SECTION OF THE

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1956

Type Code 6201
Roadway (Sta. 36+60 to Sta. 212+00)(Contract No. 4658)

All	Required	Clearing and Grubbing	$	$ 7,500.00
6	only	Removal of Catch Basins	15.00	90.00
180	lin. ft.	Removal of Curbs	0.75	135.00
100	sq. yds.	Removal of Walks	0.50	50.00
1,400	cu. yds.	Drainage Excavation, Unclassified	2.50	3,500.00
50,500	cu. yds.	General Excavation, Unclassified	0.44	22,220.00
150,000	yd. sta.	Short Overhaul	0.01	1,500.00
3,500	C-yd.sta.	Long Overhaul	0.40	1,400.00
3.27	miles	Finishing Roadbed and Slopes	500.00	1,635.00
550	lin. ft.	Rounding Cutbanks	0.20	110.00
2,200	lin. ft.	12-inch Concrete Pipe	1.49	3,278.00
360	lin. ft.	18-inch Concrete Pipe	2.90	1,044.00
200	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	4.50	900.00
160	lin. ft.	43-inch Arch Type Corrugated Metal Pipe	14.00	2,240.00
600	lin. ft.	12-inch Sewer Pipe	1.75	1,050.00
300	lin. ft.	15-inch Sewer Pipe	2.20	660.00
370	lin. ft.	18-inch Sewer Pipe	3.00	1,110.00
1,000	lin. ft.	24-inch Sewer Pipe	3.50	3,500.00
80	lin. ft.	Extra for Pipe Under Pavement	3.00	240.00
20	only	Concrete Catch Basins	70.00	1,400.00
8	only	Concrete Manholes	225.00	1,800.00
4	only	Adjustment of Manholes	50.00	200.00
130	cu. yds.	Concrete Curbs	35.80	4,654.00
20	sq. yds.	Concrete Walks	3.40	68.00
100	only	Metal Sight Posts	2.40	240.00
77,000	cu. yds.	Coarse Crushed Material in Base	1.98	152,460.00
10,600	cu. yds.	3/4" - 0 Material in Base	2.08	22,048.00
2,200	M-gals.	Sprinkling	2.00	4,400.00
3.27	miles	Preparation of Base	150.00	490.50
700	cu. yds.	3/4" - 0 Material in Binder Course	3.60	2,520.00
110	tons	RC-3 Asphalt in Binder Course	40.00	4,400.00
24,000	tons	Asphaltic Concrete Mixture	3.75	90,000.00
1,440	tons	85-100 Asphalt in Mixture	29.00	41,760.00
48	tons	RS-1 Asphalt in Tack Coat	50.00	2,400.00
110	only	Extra for Asphaltic Concrete Approaches	25.00	2,750.00
100	tons	RS-2 Asphalt	36.00	3,600.00
500	cu. yds.	Aggregate in Pavement Seal	4.75	2,375.00
4,000	lin. ft.	Asphaltic Concrete Traffic Markers	0.90	3,600.00
1,020	cu. yds.	Furnishing and Placing Aggregates	4.50	4,590.00
85	tons	150-200 Asphalt in Shoulder Oiling	34.00	2,890.00
24	tons	RS-1 Asphalt in Shoulder Oiling	36.00	864.00
				$401,671.50
All	Required	Flagging (57½% of Contractor's Cost)		10,000.00
			Subtotal	$411,671.50
			10% Engr. & Cont.	41,167.15
			Total	$452,838.65

Type Code X021

Dairy Creek Bridge Widening (Sta. 36+60 to Sta. 39+60)(Contract No. 4690)

All Required	Alter Existing Structure & Provide for Traffic	$	$ 7,150.00
All Required	Shoring, Cribbing, Etc.		2,500.00
270 cu. yds.	Structural Excavation	5.00	1,350.00
25 cu. yds.	Excavation Below Elevation Shown	10.00	250.00
980 lin. ft.	Furnish Cast-in-Place Concrete Piling	4.75	4,655.00
14 only	Drive Steel Casings	80.00	1,120.00
1,665 lin. ft.	Furnish Untreated Timber Piling	0.70	1,165.50
40 only	Drive Untreated Piles	65.00	2,600.00
2,655 lin. ft.	Furnish Composite Timber Piling	2.30	6,106.50
47 only	Drive Composite Timber Piles	80.00	3,760.00
530 cu. yds.	Class "A" Concrete	63.00	33,390.00
130,000 lbs.	Metal Reinforcement	0.13	16,900.00
320 lin. ft.	Concrete Handrail	12.50	4,000.00
		Subtotal	$ 84,947.00
		10% Engr. & Cont.	8,494.70
		Total	$ 93,441.70

Length of Roadway	3.265 Miles
Length of 1 Structure	0.057 Mile
Total Length	3.322 Miles
Cost of Roadway Per Mi.	$138,694.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$452,838.65	$280,185.00	$172,653.65
Structure	93,441.70	57,815.00	35,626.70
	$546,280.35	$338,000.00	$208,280.35

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-183(10)

CORNELIUS-HILLSBORO SECTION

OF THE TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Feb. 15, 1956

Type Code 6201
Roadway (Sta. 36+60 to Sta. 212+00)

All	Required	Clearing and Grubbing		$ 10,000.00
6	only	Removal of Catch Basins	$ 25.00	150.00
180	lin. ft.	Removal of Curbs	0.25	45.00
100	sq. yds.	Removal of Walks	0.50	50.00
1,400	cu. yds.	Drainage Excavation, Unclassified	2.50	3,500.00
50,500	cu. yds.	General Excavation, Unclassified	0.45	22,725.00
150,000	yd. sta.	Short Overhaul	0.01	1,500.00
3,500	C-yd. sta.	Long Overhaul	0.40	1,400.00
3.27	miles	Finishing Roadbed and Slopes	600.00	1,962.00
550	lin. ft.	Rounding Cutbanks	0.15	82.50
2,200	lin. ft.	12-inch Concrete Pipe	1.60	3,520.00
360	lin. ft.	18-inch Concrete Pipe	2.50	900.00
200	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	4.50	900.00
160	lin. ft.	43-inch Arch Type Corrugated Metal Pipe	14.00	2,240.00
600	lin. ft.	12-inch Sewer Pipe	2.00	1,200.00
300	lin. ft.	15-inch Sewer Pipe	3.00	900.00
370	lin. ft.	18-inch Sewer Pipe	3.25	1,202.50
1,000	lin. ft.	24-inch Sewer Pipe	5.00	5,000.00
80	lin. ft.	Extra for Pipe Under Pavement	3.00	240.00
20	only	Concrete Catch Basins	75.00	1,500.00
8	only	Concrete Manholes	250.00	2,000.00
4	only	Adjustment of Manholes	45.00	180.00
130	cu. yds.	Concrete Curbs	42.00	5,460.00
20	sq. yds.	Concrete Walks	5.00	100.00
100	only	Metal Sight Posts	2.50	250.00
77,000	cu. yds.	Coarse Crushed Material in Base	2.50	192,500.00
10,600	cu. yds.	3/4" - 0 Material in Base	2.75	29,150.00
2,200	M-gal.	Sprinkling	2.50	5,500.00
3.27	miles	Preparation of Base	200.00	654.00
700	cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,800.00
110	tons	RC-3 Asphalt in Binder Course	40.00	4,400.00
24,000	tons	Asphaltic Concrete Mixture	4.35	104,400.00
1,440	tons	85-100 Asphalt in Mixture	32.00	46,080.00
48	tons	RS-1 Asphalt in Tack Coat	50.00	2,400.00
110	only	Extra for Asphaltic Concrete Approaches	25.00	2,750.00
100	tons	RS-2 Asphalt	46.00	4,600.00
500	cu. yds.	Aggregate in Pavement Seal	4.00	2,000.00
4,000	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	4,000.00
1,020	cu. yds.	Furnishing and Placing Aggregates	4.00	4,080.00
85	tons	150-200 Asphalt in Shoulder Oiling	44.00	3,740.00
24	tons	RS-1 Asphalt in Shoulder Oiling	46.00	1,104.00
				$477,165.00

All Required	Flagging (57½%) of Contractors Cost	$ 10,000.00
	Subtotal	$487,165.00
	10% Engr. & Cont.	48,716.50
	Total	$535,881.50

Length of Roadway 3.265 miles
Length of 1 Structure 0.057 mile
Total Length 3.322 miles
Cost of Roadway per mile $164.129.09

Federal Funds- -	$325,000.00
State Funds- -	210,881.50
	$535,881.50

Oregon State Highway Department

Federal Aid
Project No. F-183(10)

CORNELIUS-HILLSBORO SECTION OF THE TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 29, 1956

Type Code 6201
Roadway (Sta. 36+60 to Sta. 212+00) (Low Bid Prices)

All Required	Clearing and Grubbing	$	$ 7,500.00
6 only	Removal of Catch Basins	15.00	90.00
180 lin. ft.	Removal of Curbs	0.75	135.00
100 sq. yds.	Removal of Walks	0.50	50.00
1,400 cu. yds.	Drainage Excavation, Unclassified	2.50	3,500.00
50,500 cu. yds.	General Excavation, Unclassified	0.44	22,220.00
150,000 yd. sta.	Short Overhaul	0.01	1,500.00
3,500 C-yd.sta.	Long Overhaul	0.40	1,400.00
3.27 miles	Finishing Roadbed and Slopes	500.00	1,635.00
550 lin. ft.	Rounding Cutbanks	0.20	110.00
2,200 lin. ft.	12 Inch Concrete Pipe	1.49	3,278.00
360 lin. ft.	18 Inch Concrete Pipe	2.90	1,044.00
200 lin. ft.	22 Inch Arch Type Corrugated Metal Pipe	4.50	900.00
160 lin. ft.	43 Inch Arch Type Corrugated Metal Pipe	14.00	2,240.00
600 lin. ft.	12 Inch Sewer Pipe	1.75	1,050.00
300 lin. ft.	15 Inch Sewer Pipe	2.20	660.00
370 lin. ft.	18 Inch Sewer Pipe	3.00	1,110.00
1,000 lin. ft.	24 Inch Sewer Pipe	3.50	3,500.00
80 lin. ft.	Extra for Pipe Under Pavement	3.00	240.00
20 only	Concrete Catch Basins	70.00	1,400.00
8 only	Concrete Manholes	225.00	1,800.00
4 only	Adjustment of Manholes	50.00	200.00
130 cu. yds.	Concrete Curbs	35.80	4,654.00
20 sq. yds.	Concrete Walks	3.40	68.00
100 only	Metal Sight Posts	2.40	240.00
77,000 cu. yds.	Coarse Crushed Material in Base	1.98	152,460.00
10,600 cu. yds.	3/4" - 0 Material in Base	2.08	22,048.00
2,200 M-gal.	Sprinkling	2.00	4,400.00
3.27 miles	Preparation of Base	150.00	490.50
700 cu. yds.	3/4" - 0 Material in Binder Course	3.60	2,520.00
110 tons	MC-3 Asphalt in Binder Course	40.00	4,400.00
24,000 tons	Asphaltic Concrete Mixture	3.75	90,000.00
1,440 tons	85-100 Asphalt in Mixture	29.00	41,760.00
48 tons	RS-1 Asphalt in Tack Coat	50.00	2,400.00
110 only	Extra for Asphaltic Concrete Approaches	25.00	2,750.00
100 tons	RS-2 Asphalt	36.00	3,600.00

500 cu. yds.	Aggregate in Pavement Seal	$ 4.75	$ 2,375.00
4,000 lin. ft.	Asphaltic Concrete Traffic Markers	0.90	3,600.00
1,020 cu. yds.	Furnishing and Placing Aggregates	4.50	4,590.00
85 tons	150-200 Asphalt in Shoulder Oiling	34.00	2,890.00
24 tons	RS-1 Asphalt in Shoulder Oiling	36.00	864.00
			$401,671.50
All Required	Flagging (57½% of Contractor's Cost)		10,000.00
	Subtotal		$411,671.50
	10% Engr. & Cont.		41,167.15
	Total		$452,838.65

Type Code X021
Dairy Creek Bridge Widening (Sta. 36+60 to Sta. 39+60)

All Required	Alter Existing Structure and Provide for Traffic	$	$ 6,000.00
All Required	Shoring, Cribbing, Etc.		9,000.00
270 cu. yds.	Structural Excavation	6.00	1,620.00
25 cu. yds.	Excavation Below Elevation Shown	15.00	375.00
980 lin. ft.	Furnish Cast-in-Place Concrete Piling	6.00	5,880.00
14 only	Drive Steel Casings	75.00	1,050.00
1,665 lin. ft.	Furnish Untreated Timber Piling	0.75	1,248.75
40 only	Drive Untreated Piles	50.00	2,000.00
2,655 lin. ft.	Furnish Composite Timber Piling	1.10	2,920.50
47 only	Drive Composite Timber Piles	55.00	2,585.00
530 cu. yds.	Class "A" Concrete	70.00	37,100.00
130,000 lbs.	Metal Reinforcement	0.12	15,600.00
320 lin. ft.	Concrete Handrail	10.00	3,200.00
	Subtotal		$ 88,579.25
	10% Engr. & Cont.		8,857.92
	Total		$ 97,437.17

Length of Roadway	3.265 Miles
Length of 1 Structure	0.057 Mile
Total Length	3.322 Miles
Cost of Roadway per Mile	$138,694.83

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$452,838.65	$280,619.00	$172,219.65
Structure	97,437.17	60,381.00	37,056.17
	$550,275.82	$341,000.00	$209,275.82

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files

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 6, 1958

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
4658	17 Final	Warren Northwest Inc.	
~~(VOUCHER NO.)~~	(WARRANT NO.)	(AMOUNT)	(DATE)
$ 30267	H200904	$12,460.44	1-6-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chadwecke
ACCOUNTING DIVISION

Specified completion Date: Aug. 15, 1957

Time Extensions: None

Completion Date: Aug. 15, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-7-58

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 7 1958
GRW.

NOTED ON CARD
CM

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DEC 30 1957
FOR FILING

1155

Dec. 27, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4658 for grading and paving on the Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County was completed by the contractor, Warren Northwest, Inc., on Aug. 15, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $12,460.44 will be released to the contractor on or after Jan. 6, 1958. The total contract amount is $407,202.20, of which amount $5,048.95 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
em

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OCT 22 1957
FOR FILING

Oct. 21, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., in connection with Contract No. 4658, for grading and paving on the Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County. This payment, in the amount of $2,214.34, will be released to the contractor on or after October 31, 1957. The retained percentage is $12,208.51.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
om

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OCT 21 1957
FOR FILING

FORM E-30X—67,500—8-52—1477

[illegible]

4658

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11th, 1957

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Under date of October 9th you forwarded the semi-final estimate on the Cornelius-Hillsboro Section, Contract #4658, including therewith a statement of overruns and underruns. No attempt has been made to explain an engineering overrun of 48% or the fact that the engineering on this project cost approximately 12.8% of the contract cost. May we please have such an explanation.

The same is true of the semi-final estimate on the West City Limits-Main Street (Beaverton) Section except that the overrun is only 22% and the engineering cost 9.7% of the contract price.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

cc to: Ferrest Cooper

NOTED
FORREST COOPER

RECEIVED
OCT 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

[illegible]
11258

For Week Ending October 5, 1957

Section Conelius - Hillsboro

Kind of work Grading & Paving

Highway Tualatin Valley County Washington

Section prefix 34-1095

Contractor Warren Northwest Inc.

Contract number 4658

Date of contract April 26, 1956

Date of Completion Specified work days August 15, 1957

Date work started May 15, 1956

Date of Completion Work days used August 15, 1957

Project authorization $476,546.06

Exclusive of engineering $442,658.34

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering . . . . . $ 426,414.87

Estimated per cent overrun or underrun . . . . . Underrun 3.67%

Per cent of contract completed, based on total contract price 100%

Engineering authorization . . . . $ 33,887.72

Engineering cost to date $50,155.48, 148%

Date project was completed August 15, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi- Final submitted October 4, 1957

CONSTRUCTION DIVISION
RECEIVED
OCT 7 1957
NOTED— Ey B
CE ACE ACE CO.

Noted
M. N. Juve

Signed John H. Burton by C.T. Flink

Address 2131 S.W. Scholls Ferry Rd. Portland 1, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 104

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.27	3.27			3.32
Miles partially completed					
Miles completed	3.27	3.27			3.32
Total estimated quantities (contract)	50,000	87,600			24,000
Total quantities corrected to date	49,790	88,000			23,653
Estimated quantities moved or placed to date	49,000	88,000			23,653
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	Showers		
Thursday	Cloudy		
Friday	"		
Saturday			

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SEP 17 1957
FOR FILING

F-183

41

Sept. 17, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4658, for grading and paving on the Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County.

This payment, in the amount of $37,067.86, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $12,140.02. The present payment will be released on or after Sept. 27, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em
cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
AUG 20 1957
FOR FILING

F-183(10)

4658

August 19, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 15, 1957, on Contract No. 4658, Cornelius-Hillsboro Section, in Washington County, in connection with Federal Aid Project No. F-183(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DSP:bb

cc: Clarence G. Swenson

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AUG 1 1957
FOR FILING

3

46

August 1, 1957

Oregon Investigators
112 E. Main Street
Hillsboro, Oregon

Attention: Mr. J. McNally

Gentlemen:

Warren Northwest, Inc., P. O. Box 5072, Portland, holds our Contract No. 4658 for grading and paving on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway.

This is in reply to your inquiry of July 30.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED

OREGON INVESTIGATORS . . .

PHONE 8041

112 E. MAIN STREET
HILLSBORO, OREGON

July 30, 1957

State Highway Department
Salem, Oregon

Dear Sirs:

Will you please inform this office of the name of the Construction Company handling the road between Forest Grove and Hillsboro.

OREGON INVESTIGATORS

JMcNally

RECEIVED
AUG 1 1957
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO

BY SECRETARY

This concrete foundation drainage excavation for this structure. This eventuality is very clearly covered in the General Specifications, Section 2.4.26 and on the basis of this specification extra payment cannot be allowed.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓
A. G. Skelton

NOTED
FORREST COOPER

RECEIVED
[illegible] 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 27, 1957

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Attention Mr. R. E. Batie, Ass't Secretary

Gentlemen:

Your letter of February 15 regarding extra compensation for drainage excavation at Station 165+94 on the Hillsboro-Forest Grove Section of the Tualatin Valley Highway, Contract No. 4658, has been referred to this office for answer.

Your letter did not fully set out the facts and circumstances on which you have based a claim for extra work, but inquiry has revealed that this is basically a claim for work performed in removing a portion of an abandoned concrete foundation in the course of drainage excavation for a 43-inch arch type pipe at the above station. This concrete foundation was encountered in the course of drainage excavation for this structure. This eventuality is very clearly covered in the General Specifications, Section 2.4.26 and on the basis of this specification extra payment cannot be allowed.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓
A. G. Skelton

NOTED
FORREST COOPER

RECEIVED
[illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—90M—11-55—00228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 21st, 1957

SUBJECT: Hillsboro-Forest Grove
Tualatin Valley Highway
Prefix 34-1095, Cont. 4658

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Herewith enclosed is a claim from Warren Northwest, Inc., contractors for the above subject project, in the amount of $386.04 for concrete excavation at Station 165+94. Also enclosed is a copy of a letter from Mr. John Burton, resident engineer, giving details of this work.

Basically the claim is for work performed in removing portions of an abandoned concrete foundation for weighing scales, which was not known to exist while excavating for a 43 inch archtype pipe at the above station. The contractor has included charges for labor, jackhammer and air compressor rentals, and for 19 hours of shovel time, which, as noted in Mr. Burton's letter, is standby time for the shovel.

Article 2.4.26 provides that sewers, pipes, conduits, logs, timbers, concrete and other structures, materials, objects, and matter encountered in the excavations, excepting only items for which removal is otherwise specifically provided, shall be removed and disposed of as part of the earthwork. On the basis of this specification, an Order for Extra Work submitted by Mr. Burton was returned by this office unapproved. On the basis of this, the contractor has submitted the enclosed claim, and it is the recommendation of this office, that this claim be denied.

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: John Burton

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

[illegible] S.W. [illegible] Ferry Rd.,
Portland [illegible], Oregon
February [illegible], 1957

SUBJECT: Contractors Claim for Extra Work. Contract #[illegible].
34-W-15

To: Mr. A.G. Skelton
Division Engineer
Oregon State Highway Department
Portland, Oregon

[illegible]

[illegible] contract #2558, The [illegible] Valley Highway, in Washington County.

In the course of excavating for a 43" Arch Type C.M.P. at station [illegible] on the east [illegible], the contractor encountered what was apparently an abandoned concrete foundation for weighing scales, the existence of which was not known prior to his making the excavation. This foundation consisted of two [illegible] exterior walls and two 12" interior walls [illegible] of heavily reinforced concrete. The excavation was performed with difficulty and [illegible] the use of jackhammers to break up the concrete. Due to the [illegible] it was not possible to push the wall in with [illegible].

It has been pointed out to Mr. Rex Ayres, the sub-contractor involved, that under the special provisions he is required to perform the earthwork including drainage excavation, as specified in our standard specifications for Section 4 [illegible] Earthwork. Also that under this Section (Article [illegible]) it is [illegible] to remove concrete and other structures encountered in the excavation.

The 10 hours of shovel time as shown on the enclosed claim is undoubtedly a charge for the time the shovel remained idle as the services of the shovel were not required for the concrete excavation. As the shovel was on the job in the normal course of construction, I do not believe the claim for extra shovel rental should be allowed in any event.

John H. Burton
John H. Burton
Resident Engineer

CONSTRUCTION DIVISION
RECEIVED
FEB 25 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CDE

WARREN NORTHWEST INC.

HIGHWAY & ROAD CONTRACTORS

POST OFFICE BOX 8073 • PHONE ALPINE 2-7931

PORTLAND 13, OREGON

February 15, 1957

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Hillsboro-Forest Grove Section, Tualatin Valley, Contract #4658
Claim for Extra Work - concrete excavation at Station #166:

Equipment

Date	Equipment	Hours	Rate	Amount	
June 27	Shovel	10	$10.00	$100.00	
	Air Compressor	10	2.60	26.00	
	Jackhammer	10	.40	4.00	
June 28	Shovel	9	10.00	90.00	
	Air Compressor	9	2.60	23.40	
	Jackhammer	9	.40	3.60	$247.00
	Plus 5% Equipment Charges				12.35

Labor

June 27	Frank Gelow	2 O.T.	$ 1.45	$ 2.90	
	L. A. Scott	8	2.25	18.00	
	L. A. Scott	2 O.T.	3.375	6.75	
	R. Miller	8	2.25	18.00	
	R. Miller	2 O.T.	3.375	6.75	52.40
June 28	Frank Gelow	1 O.T.	1.45	$ 1.45	
	L. A. Scott	8	2.25	18.00	
	L. A. Scott	1 O.T.	3.375	3.37	
	R. Miller	8	2.25	18.00	
	R. Miller	1 O.T.	3.375	3.37	44.19

Social Security 2%	$ 1.93	
State Unemployment 3%	2.89	
Industrial Accident .0375%	3.62	
Health & Welfare .10 per hr.	5.10	13.54
Plus 15% Labor, Insurance & Taxes		16.56
Total		$386.04

Very truly yours,

WARREN NORTHWEST, INC.

R. E. Batie

R. E. Batie,
Ass't. Secretary

REB:de

[illegible]

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JAN 9 - 1957
FOR FILING

F-183 (10)

4658

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1957

SUBJECT: Contract No. 4658
Newport Construction Company
Hillsboro Cornelius Section

To: Mr. H. B. Glaisyer
Secretary
Office

L

The attached assignment of lease, title report and lease agreement in connection with the above contract have been examined and approved by the Legal Department and are sent to you for your records.

Donald R Stark
DONALD R. STARK
Assistant Attorney

PW:ph

Enclosures

cc: Mr. E. A. Pease
Mr. S. H. Probert

REFERRED TO
Query
to file

NOTED
FLOYD QUERY

LEASE AGREEMENT

THIS AGREEMENT, made and entered into this 18th day of December, 1956, by and between M. E. Schooling and Mary E. Schooling, husband and wife, owners, hereinafter called "Lessors" and the Newport Construction Company, an Oregon corporation, hereinafter called "Lessee",

WITNESSETH:

WHEREAS,

1. Lessee holds a contract with the State of Oregon by and through its State Highway Commission being Oregon State Highway Contract No. 4658.

2. Lessee requires a lease of property upon which to stock pile material for the completion of the above-mentioned contract.

3. Lessee requires a lease which may be assigned to the State of Oregon by and through its State Highway Commission in order that it may receive partial payment from material so stock piled.

4. Lessor agrees to grant Lessee a lease of the premises hereinafter described and to consent to the assignment thereof to the State of Oregon by and through its State Highway Commission.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, for one dollar ($1.00) and other valuable consideration, it is agreed by and between the parties hereto as follows:

1. Lessor hereby leases to Lessee the following described premises, to-wit:

> All the real property owned by the Lessors in the N. W. ¼ of the N. W. ¼ of the S. E. ¼ of Section 17, Range 1 North, 4 West, W. M. in Washington County, State of Oregon.

2. This lease is granted upon the following expressed terms, covenants and conditions:

a. This lease shall be in full force and effect for a term of three years from the day and year first above written, or the duration of Lessee's above-mentioned contract with the Oregon State Highway Commission, whichever shall be the longer, and may be revoked or terminated only by the mutual agreement of the parties hereto, their heirs, administrators, executors or assigns.

b. It is expressly understood that Lessors' consent to the assignment of this Lease by Lessee to the State of Oregon by and through its State Highway Commission for the duration of Lessee's contract with the Oregon State Highway Commission.

c. Lessors grant to Lessee the right of ingress and egress over an existing road running along the Southerly boundary of Lessors' real property in the N. W. ¼ of the N. W. ¼ of the S. E. ¼, the N. E. ¼ of the N. W. ¼ of the S. E. ¼, the N. W. ¼ of the N. E. ¼ of the S. E. ¼, the N. E. ¼ of the N. E. ¼ of the S. E. ¼, all in Section 17, Range 1 North, 4 West, W. M.

to said road's intersection with State Highway No. 6.

d. It is expressly understood and agreed by the parties hereto that this lease is for the purposes of stock piling road building materials only. Upon the termination of the contract between the Lessee herein and the State Highway Commission, the Lessee, or his executors, administrators or assigns, is given the right to enter the above-described premises for a period of sixty days for the purpose of removing any and all materials placed thereon in connection with the Lessee's contract with the State Highway Commission.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year first above written.

M. E. Schooling (SEAL)
M. E. Schooling

Mary E. Schooling (SEAL)
Mary E. Schooling
LESSORS

NEWPORT CONSTRUCTION COMPANY

G.B.P. Newport
President

M R Newport
Secretary
LESSEE

STATE OF OREGON,)
) SS.
COUNTY OF MULTNOMAH.)

On this 18th day of December, 1956, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named M. E. Schooling and Mary E. Schooling, husband and wife, who are known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

E. L. Nortell
NOTARY PUBLIC FOR OREGON
My Commission Expires

NOTARY PUBLIC FOR OREGON
My Commission Expires Aug. 23, 1957

STATE OF OREGON,)
) SS.
COUNTY OF MULTNOMAH.)

On this 18th day of December, 1956, before me appeared H. R. Newport and M. R. Newport, both to me personally known, who being duly sworn, did say that he, the said H. R. Newport is the President, and he, the said M. R. Newport is the Secretary of Newport Construction Company, the within named Corporation, and that the seal affixed to said instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and H. R. Newport and M. R. Newport acknowledged said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

E. L. Nortell
NOTARY PUBLIC FOR OREGON
My Commission Expires

NOTARY PUBLIC FOR OREGON
My Commission Expires Aug. 23, 1957

12-11-56

ASSIGNMENT OF LEASE

For value received Newport Construction Co.,

contractor on highway ([illegible]) construction contract No. 4658, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from M. E. & Mary R. Schoding (lessor) to Newport Construction Co. (contractor-lessee) dated Dec. 18, 1956, covering a parcel of land in Section 17, Township 1 N, Range 4 W., W.M., Washington County, Oregon.
2. Title report of lessor.

November 6, 1956
Date

Portland, Oregon
Place

Newport Construction Co.
Contractor

By H. R. Newport
H. R. Newport, President

By M R Newport
M. R. Newport, Secretary

STATE OF OREGON
County of Multnomah } ss.

On this 19th day of December, 1956, personally came before me, a Notary Public in and for said county and state, the within named H. R. Newport and M. R. Newport to me personally known to be the identical person s described in, and who executed, the within instrument, and who each personally acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Notary Public for Oregon

My commission expires 11/29/58

ACCEPTANCE RECOMMENDED:

Deputy State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission

Acting Chief Counsel

HOME OFFICE
TITLE AND TRUST BUILDING
PORTLAND OREGON

Title and Trust
COMPANY

WASHINGTON COUNTY BRANCH
136 SOUTH SECOND STREET
HILLSBORO, OREGON

[illegible]
[illegible]
[illegible]

[illegible] Construction Company
[illegible] Street
Portland, Oregon

Gentlemen:

At your request we have searched the Deed Indexes of Washington County, [illegible] to the following described property:

Beginning at the [illegible] corner of the D.L.C. of [illegible] Shepherd and wife in Section [illegible], Township 1 North, Range [illegible] West of W.M., and thence [illegible] [illegible] chains; thence [illegible] chains; thence [illegible] chains to the [illegible] corner of the land owned by [illegible]; thence North 71° [illegible] .00 chains, more or less, to the [illegible] line of county road; running from Forest Grove, to [illegible] Creek; thence North 5° West 11 chains; thence North [illegible]° West 3 chains and North [illegible]° West following the East line of County Road aforesaid [illegible] chains more or less to the North boundary of said D.L.C.; thence West to the place of beginning, containing [illegible] acres, more or less, situated in County of Washington, State of Oregon.

Also the South half of the John McCoy Homestead Land Claim in Section 17, Township 1 North, Range 3 West as aforesaid, save and except fifteen acres on the north end of claim deeded by Jonas Westcott and wife to P. G. [illegible] in 1878, containing in all [illegible] acres, more or less, excepting therefrom that certain tract of land heretofore conveyed by [illegible] Realty Co. to Philip A. [illegible] and Barbara A. [illegible] and described as follows:

Beginning at a point on section line between Sections [illegible] and [illegible], Township 1 North, Range 3 West, W.M., which point is North 1° 00' [illegible] East [illegible] feet from the [illegible] section corner of Section 17, Township 1 North, Range 3 West, W.M., thence South

HOME OFFICE
TITLE AND TRUST BUILDING
PORTLAND, OREGON

Title and Trust
COMPANY

WASHINGTON COUNTY BRANCH
136 SOUTH SECOND STREET
HILLSBORO, OREGON

November [illegible], 195[illegible]
Order No. [illegible]
[illegible]

Newport Construction Company
[illegible] NE Halsey Street
Portland, Oregon

Gentlemen:

At your request we have searched our Tract Indexes of Washington County records as to the following described property:

Beginning at the Northwest corner of the D.L.C. of Samuel Shepherd and wife in Section 17, Township 1 North, Range 4 West of W.M., and thence running South [illegible] chains; thence East 12.50 chains; thence South [illegible] chains to the Northwest corner of the land owned by James Martin; thence North [illegible]° East [illegible].00 chains, more or less, to the West line of county road; running from Forest Grove, to Gales Creek; thence North 5° West 11 chains; thence North [illegible]° West [illegible] chains and North [illegible]° West following the East line of County Road aforesaid [illegible].50 chains more or less to the North boundary of said D.L.C.; thence West to the place of beginning, containing [illegible] acres, more or less, situated in County of Washington, State of Oregon.

Also the South half of the John McCoy Homestead Land Claim in Section 17, Township 1 North, Range 4 West as aforesaid, save and except fifteen acres on the South end of claim deeded by Jonas Westcott and wife to P. G. Buford in 1879, containing in all [illegible].51 acres, more or less, excepting therefrom that certain tract of land heretofore conveyed by Ruth Realty Co. to Philip A. Kalsch and Barbara M. Kalsch and described as follows:

Beginning at a point on section line between Sections 17 and 18, Township 1 North, Range 4 West, W.M., which point is South 1° 00' 20" East [illegible] feet from the Northwest section corner of Section 17, Township 1 North, Range 4 West, W.M., thence [illegible]

[illegible]° [illegible]' [illegible] East along said section line [illegible] feet; thence North [illegible]° [illegible]' East [illegible] feet; thence North [illegible]° [illegible]' [illegible] [illegible] feet; thence South [illegible]° [illegible]' West [illegible] feet to point of beginning, containing [illegible] acres, more or less, situated in County of Washington, State of Oregon.

Also excepting a certain right of way to lay a water pipe line described in Deed Book [illegible], page 5[illegible], (a), Records of Deeds for Washington County, Oregon.

Also subject to all existing county roads, state highways or roads of private or public easements.

ALSO EXCEPTING THEREFROM the two following described tracts of land, to-wit:

A tract or parcel of land situated in Section [illegible], Township 1 North, Range [illegible] West, W.M., Washington County, Oregon, and more particularly described as follows: Beginning at the quarter section corner common to Sections [illegible] and [illegible], Township [illegible] North, Range [illegible] West, W.M. and running thence North [illegible]° [illegible]' East a distance of [illegible] feet to a [illegible] iron pipe; thence North [illegible]° [illegible]' West a distance of [illegible] feet to a 2 inch iron pipe; thence North [illegible]° [illegible]' West a distance of [illegible].7 feet to a 2 inch iron pipe; thence North [illegible]° [illegible]' West a distance of [illegible].1 feet to a point; thence South [illegible]° [illegible]' West a distance of [illegible].4 feet to an iron pipe in the West line of said Section [illegible]; thence South 1° [illegible]' East along the West line of Section [illegible]; a distance of [illegible] feet to the point of beginning; said tract containing [illegible] acres, more or less. City of Forest Grove pipe line right of way excepted from above.

Beginning at a [illegible] inch iron pipe set for the Southeast corner of the Northeast quarter of the Southwest quarter of Section 17, Township 1 North, Range [illegible] West, W.M., and running thence South 00° [illegible]' West a distance of [illegible].3 feet to a [illegible] inch iron pipe; thence North [illegible]° [illegible]' West a distance of [illegible].4 feet to a point; thence North [illegible]° [illegible]' West a distance of [illegible].1 feet to the point of beginning; said tract contains 0.[illegible] acre, more or less. City of Forest Grove pipe line right of way excepted from above.

And as of November [illegible], 195[illegible], at [illegible] [illegible].M., we find:

The last deed of record runs to [illegible] SCHOOLING and MARY [illegible] SCHOOLING.

We have also searched the General Index for judgments and tax liens against above vestees and as of the above date we find no unsatisfied judgments or tax liens against said [illegible].

We further find unpaid taxes as follows:

1. 19[illegible]-[illegible] taxes (personal) $[illegible] delinquent.

2. 1953-54 taxes (personal) $[illegible] delinquent.

3. 1954-55 taxes $[illegible].15 delinquent.

4. 1955-56 taxes $100.00 delinquent.

5. 1955-56 taxes (personal) $[illegible] delinquent.

6. 19[illegible]-57 taxes $[illegible].57 unpaid. (Tax Lot [illegible])

As of this date we also find the following:

1. Rights of the public in and to any portion thereof lying within the boundaries of roads and highways.

2. Easement, including the terms and provisions thereof, granted to Melvin Howell, et ux, by instrument recorded October 30, 19[illegible], in Book [illegible], page [illegible], Deed Records.

No examination has been made of the title to the premises described herein and this is not a title report, and we therefore assume no liability in connection with this search and will not be responsible for errors or omissions therein.

Yours very truly,

WASHINGTON COUNTY BRANCH
TITLE AND TRUST COMPANY

D. Reid Cottrell
Vice President

PB:sj

ASSIGNMENT OF LEASE

For value received Newport Construction Co.,
Name

contractor on highway (bridge) construction contract No. _______, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for theduration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premeses for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from M E and Mary C. Schooling (lessor) to Newport Construction Co. (contractor-lessee) dated April 12, 1956, covering a parcel of land in Section 17, Township 1 N, Range 4 W, W. M., Washington County, Oregon.
2. Title report of lessor.

Nov 7, 1956
Date

Newport Construction Co.
Contractor

Portland, Oregon
Place

By M R Newport, Vice Pres

STATE OF OREGON)
County of Multnomah) ss.

On this 7th day of Nov., 1956, personally came before me, a Notary Public in and for said county and state, the within named M. R. Newport to me personally known to be the identical person ____ described in, and who executed, the within instrument, and who each personally acknowledged to me that _he_ executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

E. L. [illegible]
Notary Public for Oregon

NOTARY PUBLIC FOR OREGON
My commission expi My Commission Expires Aug. 23, 1957

ACCEPTANCE RECOMMENDED:

____
State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission

____
Chief Counsel

A

RECEIVED
JUL 24 1956
FOR FILING

F-183(1)

4658

July 23, 1956

Mr. Everett Haney, President
Haney Truck Line
2219 Cedar Street
Forest Grove, Oregon

Dear Mr. Haney:

In reply to your letter of July 18, advise that the State Highway Commission has already awarded a contract for the widening to four lanes of the Tualatin Valley Highway between Hillsboro and a point near the Masonic home west of Cornelius. There remain about 1½ miles of highway between that point and the Forest Grove city limits for which there is no authorization for construction as of this time.

The portion of highway that is now under contract is the more hazardous portion of the Hillsboro to Forest Grove section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:mo

cc Mr. R. H. Baldock

RECEIVED
JUL 16 1956
FOR FILING

F-183 (10)

4 [illegible]

July 13, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging costs on the Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, Contract No. 4658, in connection with Federal Aid Project No. F-183(10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DMP:ia

Encl.

RECEIVED
MAY 31 1956
FOR FILING

F-183 (10)

4658

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1956

NOTED
W. C. WILLIAMS

SUBJECT:

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The subcontract between Warren Northwest, Inc., and E. N. Peterson, covering Items 20 to 24, inclusive, on the Cornelius-Hillsboro Contract No. 4658, Oregon F-183 (10) is approved, and you may so inform the interested parties.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams ✓
C. G. Polk (2)

RECEIVED
MAY 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 23 1956
FOR FILING

[illegible]

[illegible]

May 22, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 15, 1956 on Contract No. 4658, Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section, in Washington County, in connection with Federal Aid Project No. F-183(10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

RECEIVED
MAY 16 1956
FOR FILING

FORM E-30X—87,500—2-55—[illegible]

4658

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1956

NOTED
W. C. WILLIAMS

SUBJECT:

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The subcontract between Warren Northwest, Inc. and Rex C. Ayers, covering Items 1 to 19, inclusive and Item 25, on the Cornelius-Hillsboro Contract No. 4658, Oregon F-183 (10) is approved, and you may so inform the interested parties.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams ✓
C. G. Polk (2)

RECEIVED
MAY 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1956
FOR FILING

[illegible]

4658

May 14, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4658, which was awarded to you by the State Highway Commission on April 26, covering the Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

9

RECEIVED
MAY 3 - 1956
FOR FILING

F-183(10)

4658

May 2, 1956

Mr. E. M. Bowman, City Recorder
City Hall
Hillsboro, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Hillsboro covering the moving of water distribution facilities on the Hillsboro-Cornelius Section of the Tualatin Valley Highway in Washington County.

Very truly yours

ORECON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
JUN 19 1956
FOR FILING

F-123([illegible])

4058

C+A 1731

Salem, Oregon
May 2, 1956

Agenda Item 5-p
Hillsboro-Cornelius Sec.
Tualatin Valley Highway

Mr. R. H. Baldock
State Highway Engineer
Office

Attached hereto for further handling are nine conformed copies of an agreement with the City of Hillsboro covering the moving of water distribution facilities on the Hillsboro-Cornelius Section of the Tualatin Valley Highway in Washington County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Hillsboro, Oregon.

Secretary

rn
Attach: 9

REFERRED TO
BY SECRETARY

RECEIVED
JUN 19 1956
FOR FILING

F-183(10)

11-56

C+A 1731

Salem, Oregon
May 2, 1956

Agenda Item 5-p
Hillsboro-Cornelius Sec.
Tualatin Valley Highway

Mr. R. H. Baldock
State Highway Engineer
Office

Attached hereto for further handling are nine conformed copies of an agreement with the City of Hillsboro covering the moving of water distribution facilities on the Hillsboro-Cornelius Section of the Tualatin Valley Highway in Washington County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Hillsboro, Oregon.

Secretary

rn
Attach: 9

REFERRED TO
BY SECRETARY

51

606 - Ruth

REFERRED TO Glaisyer
FOR Handling
C W ENFIELD

RECEIVED

FORM 830—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1956

REFERRED TO Balcock
BY SECRETARY.
for signature

SUBJECT: Hillsboro-Cornelius Sec.
Tualatin Valley Highway

9 copies in suspense - dist. office

To:

Mr. C. W. Enfield
Chief Counsel

O F F I C E

REFERRED TO Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO ~~Williams~~
By State Highway Engineer

~~AGENDA APR 26 1956~~

AGENDA APR 26 1956
5 p
30 p

I am forwarding herewith agreements covering the moving of water distribution facilities on the subject named job.

These facilities are owned and operated by the City of Hillsboro. The agreements have been executed by the City of Hillsboro and need further signatures by officials of the Highway Department and the Highway Commission. There are three signed copies and ten unsigned copies.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

"A"
2 copies to be signed

AUTHORIZED BY HIGHWAY COMMISSION
DATE
Secretary

RECEIVED
APR 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

M

RECEIVED
MAY 1 - 1956
FOR FILING

F-183(10)

4658

April 26, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on March 1, 1956 accepted your proposal for grading and paving the Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County for the sum of $401,671.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4658.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Att: Dorothy McCormack

R. G. Savage, SIAC
Forrest Cooper
S. H. Probert

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1200 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 26, 1956
2:15 p.m.

Warren Northwest, Inc.
Portland, Oregon

Contract for grading and paving Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section, Tualatin Valley Highway, Washington County for which you submitted low bid on March 1, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

C G Folk
C. G. FOLK
District Engineer

RECEIVED
MAY 2 1956
OREGON
STATE HIGHWAY COMMISSION

8

File ✓

RECEIVED
MAY 8 - 1956
FOR FILING

F-183(10)
4[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 26, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-183(10), Cornelius-Hillsboro Section of the Tualatin Valley Highway, we hereby concur, as of this date, in award of Contract No. 4658 to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of $401,671.50 at the March 1, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAY 2 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 27 1956
FOR FILING

463 F

April 26, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Cornelius-Hillsboro Section of the Tualatin Valley Highway in Washington County, Project F-183(10), to Warren Northwest, Inc. of Portland, Oregon on the basis of the bid of $401,671.50 submitted on March 1, 1956.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

P

RECEIVED
FEB 21 1956
FOR FILING
OREGON DISTRICT

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

February 15, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-183(10), Cornelius-Hillsboro Section of the Tualatin Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
FEB 24 1956
OREGON
STATE HIGHWAY COMMISSION

STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 1956
FOR FILING

FORM E-90X—87,500—2-55—82967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8th, 1956

SUBJECT: Hillsboro-Cornelius Section
City of Hillsboro Water System

To: Mr. D. J. Barbee
Urban Engineer
Office

NOTED
W. C. WILLIAMS

I hand to you herewith file which refers to the City of Hillsboro's water line on the Hillsboro-Cornelius Section.

Please furnish the Legal Department the necessary information for the preparation of an agreement covering the necessary rearrangement of facilities for the construction of this project.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams
C. W. Enfield

RECEIVED
FEB 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
FEB 8 1956
FOR FILING

Salem, Oregon
February 6, 1956

Hillsboro-Cornelius Section
City of Hillsboro Water System

Mr. Forrest Cooper
Construction Engineer
Office

Reference is to the matter of revising water facilities of the City of Hillsboro by reason of construction of the Tualatin Valley Highway between Cornelius and Hillsboro. You previously advised me that the estimated cost of the reconstruction is $5,014.40, which estimate was prepared by the City of Hillsboro and verified by Division Engineer Skelton.

The matter of moving water lines was discussed at considerable length at the last Highway Commission meeting, and it was decided that on projects which must be taken care of in the immediate future the Legal Department would prepare a form of agreement to be entered into between the City and the State effecting the desired results.

Please furnish to Mr. Enfield proper information for preparation of an agreement between the City of Hillsboro and the State Highway Department. This matter should move promptly so that we will not be delayed in calling for bids for the construction of this section of highway.

W. C. Williams
Deputy State Highway Engineer

WCW:mm

cc Mr. C. W. Enfield
Mr. A. G. Skelton

FORM E30—50M—2-55—62996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30th, 1955

SUBJECT: Hillsboro-Cornelius Section
City of Hillsboro Water System

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

In connection with the reconstruction of the Tualatin Valley Highway between Cornelius and Hillsboro it will be necessary to revise some of the facilities of the water system owned by the City of Hillsboro. At the present time the City is occupying portions of the right of way with an 18-inch water main with various appurtenances such as smaller lines, valves and connections. The estimated cost of revising these facilities to permit the reconstruction of the highway is $5,014.40. This estimate was made by the City and verified by Division Engineer Skelton. The City is occupying the right of way under permit from the State.

It is my recommendation that we direct a letter to the City asking them to move the necessary facilities and informing them that we will pay the cost on proper billing up to but not to exceed the sum of $5,014.40. If you deem it necessary a formal agreement could be prepared by the Legal Department; however, I believe it would be much easier if the matter could be handled merely by a letter as we have done at times in the past.

Forrest Cooper
Forrest Cooper
Construction Engineer

FC:AR

cc to: A. G. Skelton

RECEIVED
JAN 16 1956
FOR FILING

FORM E-20X—37,500—2-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12th, 1956

SUBJECT: Cornelius-Forest Grove
Tualatin Valley Highway

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Subsequent to our conversation of yesterday regarding the one-way couplet plan in Forest Grove I found that you had previously submitted to this office letters indicating the City Council's and City Planning Commission's approval of the one-way couplet. This was the information that I was calling you about.

In view of the above evidence that the City desires this couplet consisting of Pacific Avenue westbound and 19th Avenue eastbound, as shown on Mr. Blickenstaff's recent sketch map giving an estimate breakdown for these units, will you please complete the survey as indicated on this map. It will be necessary upon completion of the plans for this section to submit a sketch map to the City of Forest Grove asking if they have any objections and requesting a hearing if they do have any, which will be done from the Salem office.

Please plan on completing this survey at an early date, and submit the descriptions so that we can stop the possible building which you recently called to our attention by early purchase of the right of way.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY:AR

cc to: W. C. Williams

RECEIVED
DEC 12 1955
FOR FILING

December 12, 1955

Oregon State Highway Commission

Gentlemen:

We have in our current program an allocation of $[illegible] of federal-aid funds to construct a unit of the Tualatin Valley Highway between Hillsboro and Forest Grove. The unit we have selected extends from a point just west of Cornelius to a point immediately west of Hillsboro, where the improvement will connect with the recent contract let for the Hillsboro one-way street couplet.

I attach hereto a map indicating the survey. The survey follows the existing alignment with the exception of approximately a 1½-mile section through the town of Cornelius, where a one-way couplet will be provided wherein westbound traffic will move on S. W. 1st Street and eastbound traffic will use the existing highway.

This matter will be on the agenda, and I recommend your approval of the survey as indicated between Stations [illegible] on the west and Station [illegible] on the east.

Very truly yours,

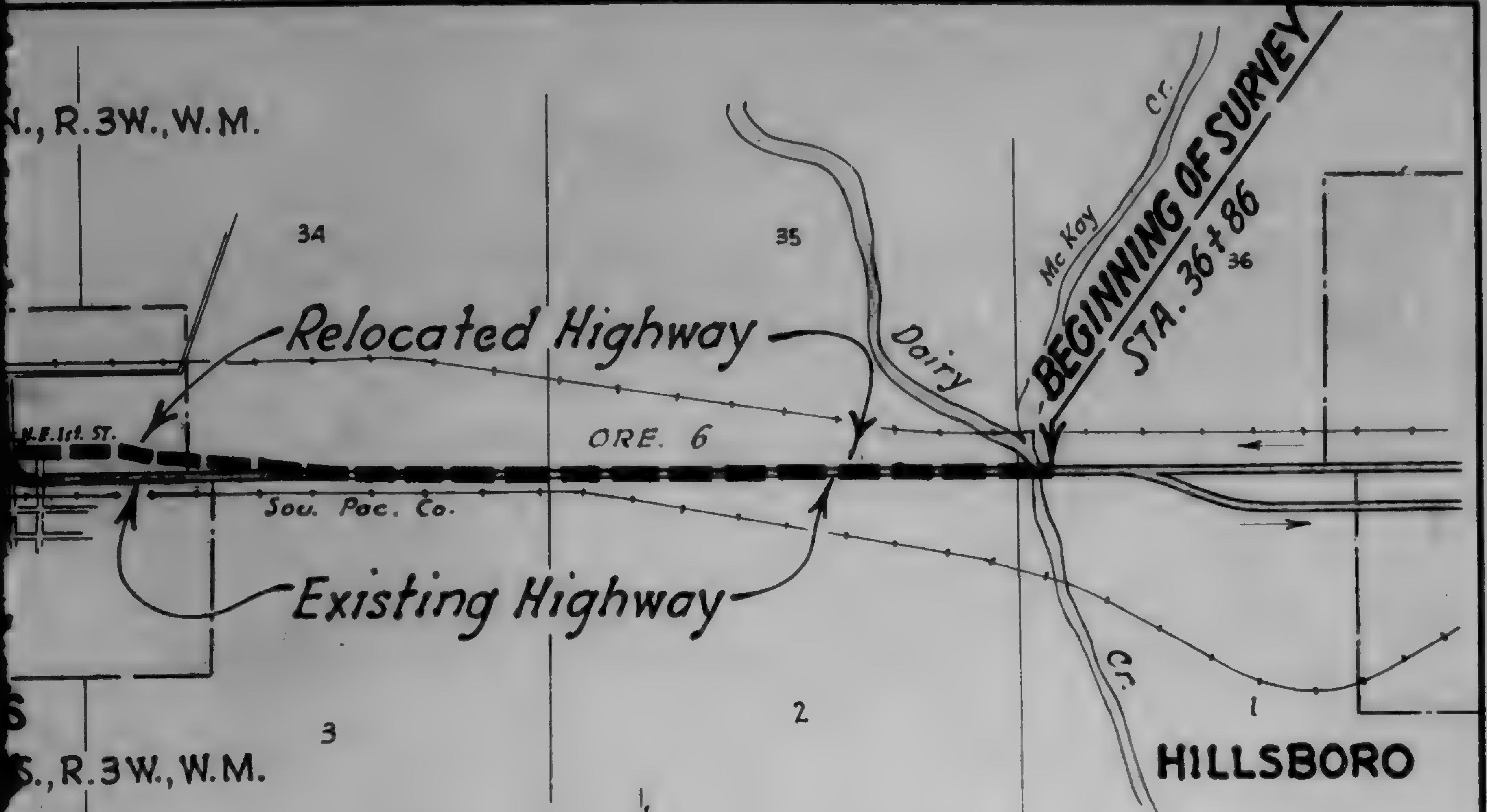
W. C. Williams
Acting State Highway Engineer

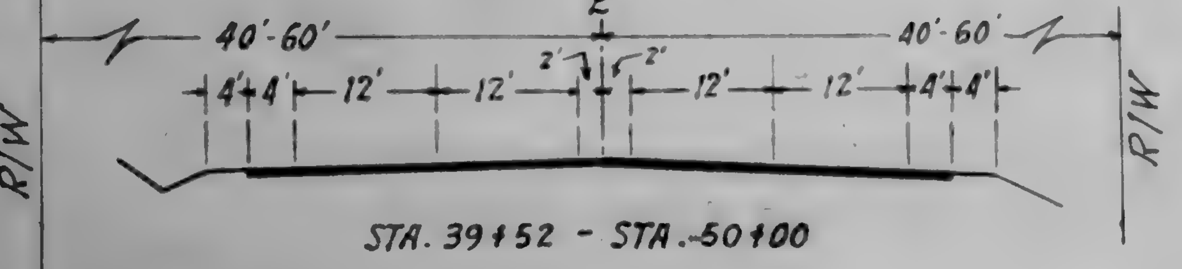
WCW:me

Enclosure

cc Mr. Forrest Cooper
Mr. R. L. Porter

1R-5-826





STA. 39+52 - STA. 50+00

Note: STA. 50+00 - STA. 56+71 Taper Section

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date

Williams copy

DRG. NO. 1R-5-826

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

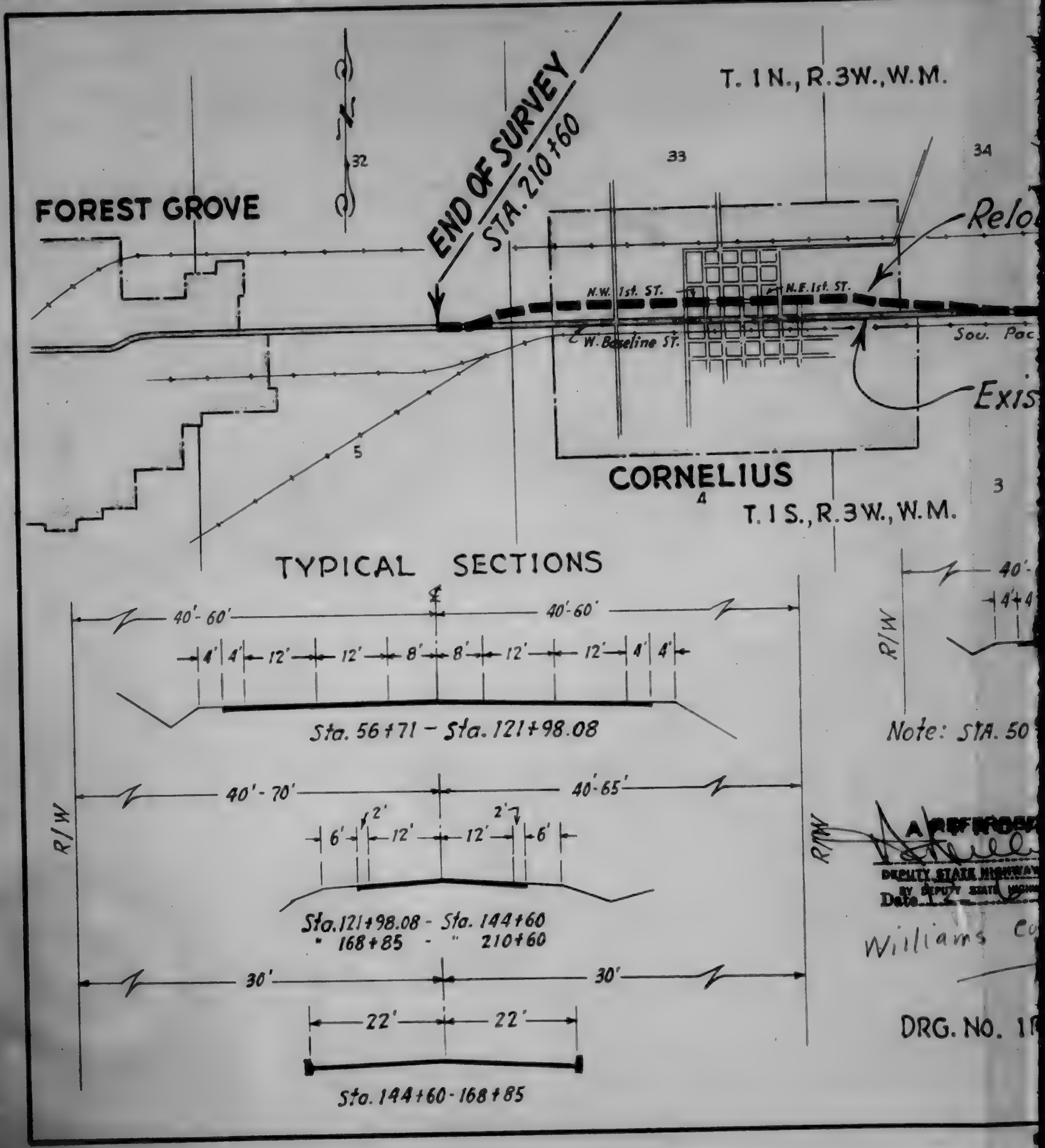
CORNELIUS - HILLSBORO UNIT,
FOREST GROVE-HILLSBORO SECTION

TUALATIN VALLEY HIGHWAY

WASHINGTON COUNTY

Scale: 1" = 2000'   Dec., 1955

See 6B-34-20 for details



T. 1 N., R. 3W., W.M.
32
33
34
FOREST GROVE
END OF SURVEY
STA. 210+60
Relo
N.W. 1st. ST.
N.E. 1st. ST.
W. Baseline ST.
Sou. Pac.
Exis
5
CORNELIUS
4
3
T. 1 S., R. 3W., W.M.
TYPICAL SECTIONS
40'-60'
40'-60'
4'
4'
12'
12'
8'
8'
12'
12'
4'
4'
Sta. 56+71 - Sta. 121+98.08
R/W
40'-70'
40'-65'
6'
2'
12'
12'
2'
6'
Sta. 121+98.08 - Sta. 144+60
" 168+85 - " 210+60
30'
30'
22'
22'
Sta. 144+60 - 168+85
40'
4'+4
R/W
Note: STA. 50
R/W
APPROV
DEPUTY STATE HIGHWAY
BY DEPUTY STATE HIGHW
Date
Williams Co
DRG. NO. 1

RECEIVED
DEC 12 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1955

SUBJECT:

W. C. WILLIAMS

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

Herewith seven copies of a sketch map for use in securing Commission approval of the survey of the Cornelius-Hillsboro Unit of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway.

This is a 1957 FA Project scheduled for letting in March or later of 1956, and having an allocation of $600,000 of which $500,000 will be required for grading and paving and $100,000 for the Dairy Creek Bridge.

Mr. Cooper has checked and approved these sketches.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

ECEIVED
DEC 5 - 1955
OR FILING

FORM E-30X—50,000—10-54—78484

Const

R/W

ualatin Valley Hwy

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1st, 1955

SUBJECT: Dairy Creek Bridge
Hillsboro-Cornelius Section

To: Mr. S. H. Probert
Office Engineer
Office

NC
W. C. WILLIAM

I write this memo so everyone will be informed re the widening of the Dairy Creek bridge on the Tualatin Valley Highway between Hillsboro and Cornelius. The project is estimated to cost $100,000 and should be carried in the Schedule of Contract Lettings.

Under the year of 1956 an item is carried on the Forest Grove-Hillsboro Section of $600,000; $500,000 will be used for grading and paving the Hillsboro-Cornelius Section and $100,000 will be for reconstructing the bridge as noted above.

Forrest Cooper

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams
P. M. Stephenson

RECEIVED
DEC 2 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 - 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25th, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

I have your letter of November 23rd, 1955 which refers to the existing City of Hillsboro water main between Cornelius and Hillsboro on the Tualatin Valley Highway, also the attached letter from City Manager Barney in which he delineates three proposals costing $5,014.40, $9,916.73 and $21,572.30 respectively. In your letter you recommend that we accept the $9,916.73 proposal on the basis of the City furnishing the labor cost of a 2-inch main estimated to cost about $2,500.00.

The matter of revision and reworking of water lines occupying highway rights of way has been one that has caused considerable hoorah in the Salem office and has been the subject of many conferences. The Legal Department looks with a jaundiced eye upon the Highway Commission paying anything where municipalities, districts or water companies are occupying public right of way under permit, which I assume to be the case in the Hillsboro matter; however, your letter makes no mention of this. As a result of our discussions and investigations of these water line matters, we have tried to evolve a policy that would be as fair as possible but one which would not involve the State in possible future embarrassment for the payment for items which cannot legally be collected from the State. While I realize that it is hard to draw a fine line of demarkation in many instances, we have adopted a policy which everyone in general has gone along with, albeit with some gagging at times, that the Highway Department would pay for the protection, preservation or reconstruction of only such facilities as were actually disturbed by the reconstruction of the road. I might tell you that in many instances the Legal Department has had trouble going along with us even on this policy; however, in view of the adopted procedures, I see no alternative but to apply the yardstick judicially to all cases.

Referring to the instant matter, a careful estimate should be made of the items, and only such items, as would fall into the category listed above, namely items that would actually be disturbed by our construction program. Before making a decision on this matter or recommendation to the Deputy Highway Engineer I would like you to review it in the light of our policy as stated above in this letter and advise me further. I realize that in an instance or two we may have deviated from the policy that I have reiterated herein; however, if we are to do so there must be a strong showing that the State of Oregon is benefited by the maneuver and not necessarily that it is merely the desirable thing.

Will you please review this matter.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams ✓

S-264 (4) Bridge, Grading and Paving 1956
Molalla River (Meadowbrook)
4659 Bridge Section

3.264(4)

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 26, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4659	9-Final	White Brothers Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3856	H-174202	$ 17,037.66	2/26/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: March 31, 1957

Time Extensions: None

Completion Date: Jan. 28, 1957

Date Accepted: March 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-5-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
✓

Warrant Mailed: MAR 6 1957

Ruth Rawlings

RECEIVED
FEB 13 1957
FOR FILING

February 13, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4659 for work performed on the Molalla River (Meadowbrook) Bridge Section of the Woodburn-Estacada Highway in Clackamas County was completed by the contractor, White Brothers Company, on January 28, 1957 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $17,037.66 will be released to the contractor after acceptance by the Commission. The total contract amount is $168,372.70, of which amount $617.82 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
NOV 20 1956
FOR FILING

5-264 (4)

[illegible]

Salem, Oregon
November 19, 1956

Mr. A. G. Skelton
Division Engineer

I am returning herewith the Order for State Force Work covering the sealing of the asphaltic concrete pavement on the Molalla Bridge section in Clackamas County. I have had Mr. Harra check this pavement rather closely and it is his opinion, in which both Mr. Cooper and I concur, that if the job goes through this first winter without trouble, the warm weather and action of traffic will compact the asphaltic concrete so that no further trouble need be anticipated.

In order to be sure that we carry through the winter, we will authorize the placing of a black seal without aggregate using emulsified asphalt in the same manner you placed the black seal on the Banfield Freeway last year. If you will submit an order for state force work on this basis, it will be approved.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

FORM E-30X—50M—11-55—90228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 2nd, 1956

SUBJECT: Order for State Force Work
Molalla River (Meadowbrook) Bridge
Prefix 103-1059, Cont. 4659

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Herewith Order for State Force Work for the above project to cover the sealing of the approaches to the new bridge.

Recent permeability tests indicate rather high leakage, and in accordance with your letter of October 18, 1956, it is proposed that, due to the lateness of the season, it is inadvisable to do this sealing under the current contract, and this sealing will be done by state forces during the summer of 1957. Your approval of this order is recommended.

A. E. JOHNSON
Assistant Division Engineer

NOTED
M. STEPHENSON

EJ:w
Encl.
cc: W. J. Scofield

RECEIVED
NOV 5 - 1956
OREGON STATE HIGHWAY DEPARTMENT
[illegible] DIVISION

RECEIVED
NOV 5 1956
OFFICE OF
CONSTRUCTION ENGINEER

Form E-1—1084—1-56

A

O GON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 20, 1956

Section, Molalla River (Meadowbrook) Bridge
Kind of work Bridge-Grading-Paving
Highway Woodburn - Estacada
Section prefix 103-1059
Contractor White Bro. Constr. Co.
Contract number 4659
Date of contract April 26, 1956
Date of completion March 31, 1957
Date work started May 30, 1956
Estimated date of completion March 31, 1957
Project authorization $195,637
Exclusive of Engineering $181,765
Per cent of time elapsed 55 %
Estimated cost of completed project, exclusive of engineering $
Estimated per cent overrun or underrun %
Per cent of contract completed, based on total contract price (Roadwork) %
Engineering authorization (Roadwork) 4,165
Engineering cost to date $ 6,150, 148 %
Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

ROAD WORK

Thursday, the Contractor set up guard rail. Friday and Saturday, they painted rail. This completes the roadwork on this project, unless a seal coat is considered.

Noted
M. N. Juve

NOTED
FORREST COOPER

NOTED
TOM EDWAR

NOTED
L. H. Young

NOTED
D. J. BARBEE
D. J. BARBEE

RECEIVED
OCT 2 3 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed Res. Engineer
Address P.O. Box 4699, Portland, 2.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 99073

NOTED
V. D. WOLFE

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.41	0.41		0.41	0.41
Miles partially completed					
Miles completed	0.41	0.41		------	0.41
Total estimated quantities (contract)	23,000 cy	7,900 cy			1200 ton
Total quantities corrected to date	20,500 cy	7,900 cy			1186 ton
Estimated quantities moved or placed to date	20,500 cy	950 cy (3/4-0) 5,900 cy (2"-0)			1186 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Rain		
Friday	Cloudy		
Saturday			

RECEIVED
SEP 10 1956
FOR FILING

S-264(9)

4257

September 10, 1956

State Industrial Accident Commission
Public Service Building
Salem, Oregon

Attention: Mr. A. Forman
Firm Division

Re: AF- Pending 181602

Dear Mr. Forman:

Reference is made to your letter of August 31, 1956 concerning White Bros. Construction Company, Inc. and White Bros. Company, partnership.

I have again called this matter to the attention of the Engineering Department, and as a result thereof, a letter was sent to White Bros. Company on September 5, 1956, a copy of which I enclose for your information. I anticipate that the matter will be ironed out satisfactorily in the not distant future.

Thanking you very much for calling this to our attention, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

encl.

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION: Firm Division

August 31, 1956

AF - Pending
181602

Mr. H. B. Glaisyer
Secretary to the State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

Considerable correspondence has been transferred concerning Contract No. 4659 FAP No. S-264 (4) for the construction of a 343 foot reinforced concrete bridge and .41 miles of roadway on the Woodburn-Estacada Highway approximately two miles northeast of Molalla which, incidentally, is being performed by the White Bros. Construction Company, Inc.

We are now in receipt of a listing for a partnership operating under the name of White Bros. Company. They specify, however, that all of the work is subcontracted to the corporation who employs and pays all labor.

For the reason that no further action can be taken by this department until your agency makes a definite determination as to whether or not the situation as it now stands is adequate to meet the provisions of the contract, we are placing the matter in abeyance. Mr. White is being requested to contact you in the near future for this purpose. Please notify us at such time as an agreement is reached informing us of your decision so that we can adjust our records to comply.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION
R. G. Savage, Assistant Commissioner

By: AForman
A. Forman

AF:LL
Enc.

RECEIVED
SEP 4 1956
OREGON
STATE HIGHWAY COMMISSION

[illegible] 376 Walla Walla
ww

RECEIVED
SEP 6 1956
FOR FILING

A

[illegible]

4659

September 5, 1956

White Bros. Company
P. O. Box 376
Walla Walla, Washington

Re: Meadowbrook Bridge

Gentlemen:

We awarded you Contract No. 4659 covering the construction of the Molalla River Bridge two miles northeast of Molalla. This contract was awarded to White Bros. Company, a copartnership. We have a report from our Industrial Accident Commission that they have been advised by you that this work has all been subcontracted to White Bros. Construction Company, Inc.

I would call your attention to Article 1.8.1 of the standard specifications, which is a part of your contract, that forbids any subcontracting without prior approval by the State Highway Engineer. Will you please advise how this subcontracting came about and as to any change in the corporate structure of your company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. Forrest Cooper
Mr. H. B. Glaisyer
Mr. C. W. Enfield
Mr. P. M. Stephenson

A

RECEIVED
AUG 3 1956
FOR FILING

S-264 (4)

4659

August 2, 1956

White Bros. Company
P. O. Box 376
Walla Walla, Washington

Gentlemen:

It has been called to our attention by the State Industrial Accident Commission that White Bros. Company, a partnership, is not of record with them although they do have an account with White Bros. Construction Co., Inc.

We wish to call to your attention that under the provisions of Contract No. 4659, awarded to you for construction of a bridge, grading and paving on the Woodburn-Estacada Highway in Clackamas County, you are required to accept the provisions of the Workmen's Compensation Act. Acceptance of the Act must be in the same name and status as that in which the award of the contract was made to you.

We realize that the same people are owners in both the partnership and the corporation. However, as a contracting firm and according to Contract No. 4659, we can recognize only the copartnership of White Bros. Company. Will you please take such steps as are necessary to register with the State Industrial Accident Commission as a copartnership.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc State Industrial Accident Commission
Attn: Mr. R. G. Savage

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION: Firm Division

July 24, 1956

AF - Pending
181602

Mr. H. B. Glaisyer
Secretary to the State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

As confirmation of our recent telephone conversation with reference to the contract 4659 FAP No. S-264 (4) for the construction of a 343 foot reinforced concrete bridge and .41 miles of roadway on the Woodburn-Estacada Highway approximately two miles northeast of Molalla, we wish to state that the partnership to whom the contract was let is not registered with this Commission. We do have an account with the corporation, White Bros. Construction Co., Inc. whose address is P. O. Box 376, Walla Walla, Washington.

A letter was addressed to this firm requesting that they contact your department, but it appears they have failed to do so. A photostatic copy of their reply to our letter is attached for your reference.

Since it is our understanding that under a federal aid project the firm to whom the contract was let must do 51 per cent of the work, we have no alternative but to inform you that the partnership does not have an account with this Commission even though two of the members of the partnership have controlling interests in the corporation which is doing the complete job.

Any assistance you can give in seeing that the entity in question is properly listed or that proper arrangements are made in your department by this firm will be appreciated.

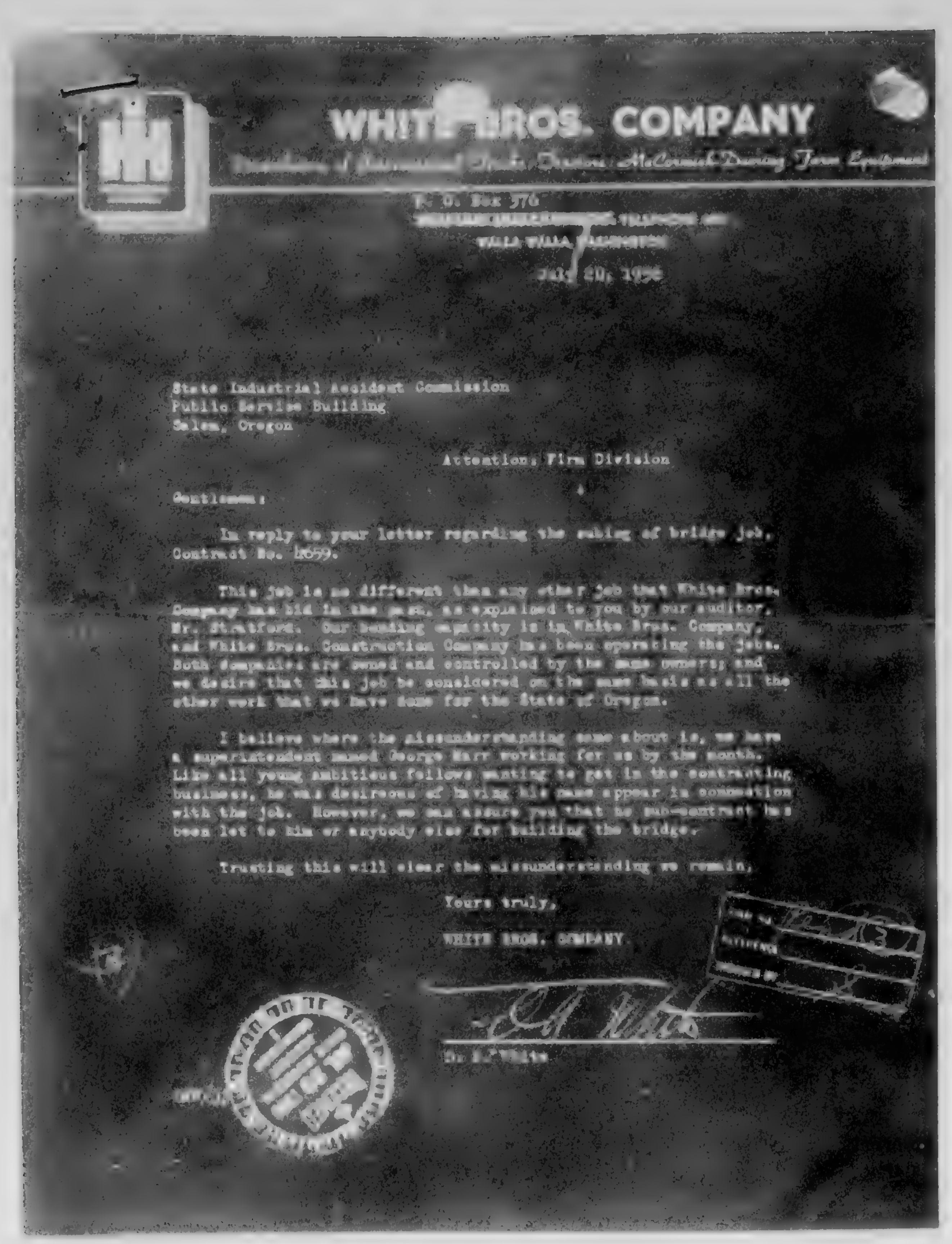
Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION
R. G. Savage, Assistant Commissioner

By: AForman
A. Forman

AF:LL
Encl.

RECEIVED
JUL 25 1956
[illegible]
STATE HIGHWAY COMMISSION



WHITE BROS. COMPANY

Distributors of International Trucks, Tractors, McCormick-Deering Farm Equipment

P. O. Box 376

~~[illegible] TELEPHONE [illegible]~~

WALLA WALLA, WASHINGTON

July 20, 1956

State Industrial Accident Commission
Public Service Building
Salem, Oregon

Attention: Firm Division

Gentlemen:

In reply to your letter regarding the subing of bridge job, Contract No. 4659.

This job is no different than any other job that White Bros. Company has bid in the past, as explained to you by our auditor, Mr. Stratford. Our bonding capacity is in White Bros. Company, and White Bros. Construction Company has been operating the jobs. Both companies are owned and controlled by the same owners; and we desire that this job be considered on the same basis as all the other work that we have done for the State of Oregon.

I believe where the misunderstanding came about is, we have a superintendent named George Marr working for us by the month. Like all young ambitious fellows wanting to get in the contracting business, he was desireous of having his name appear in connection with the job. However, we can assure you that no sub-contract has been let to him or anybody else for building the bridge.

Trusting this will clear the misunderstanding we remain,

Yours truly,

WHITE BROS. COMPANY

C. A. White

C. A. White

OPRS-2112

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Clackamas
Project No. S-264(4)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 1st day of August, 1956, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 6th day of February, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.476 miles of grading and draining, 2-lane high type pavement, and bridge construction
(Character of work)

between Molalla and Estacada on FAS Route 140
(Control points)

consisting of 0.411 miles of roadway and one (Number) bridges totaling 0.065 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred fourteen thousand and 00/100 dollars ($114,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred ninety thousand, seven hundred thirty-nine and 45/100 dollars ($190,739.45).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By McIver
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-264(4)

MOLALLA RIVER (MEADOWBROOK) BRIDGE SECTION
OF THE WOODBURN-ESTACADA HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1956

Type Code 6201
Roadway (Sta. 158+02.60 to Sta. 183+17.23)(Contract No. 4659)

All Required	Clearing and Grubbing		$ 2,500.00
60 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	180.00
23,000 cu. yds.	General Excavation, Unclassified	0.37	8,510.00
0.41 mile	Finishing Roadbed and Slopes	500.00	205.00
50 lin. ft.	60-inch Corrugated Metal Pipe	30.00	1,500.00
200 lin. ft.	12-inch Concrete Pipe	2.00	400.00
40 cu. yds.	Class "A" Concrete in Box Culvert	50.00	2,000.00
5,600 lbs.	Metal Reinforcement in Box Culvert	0.12	672.00
580 lin. ft.	Metal Guard Rail	3.00	1,740.00
6,800 cu. yds.	Coarse Crushed Material in Base	2.85	19,380.00
1,100 cu. yds.	3/4" - 0 Material in Base	3.10	3,410.00
200 M-gal.	Sprinkling	3.00	600.00
0.41 mile	Preparation of Base	300.00	123.00
60 cu. yds.	3/4" - 0 Material in Binder Course	4.00	240.00
10 tons	RC-3 Asphalt in Binder Course	50.00	500.00
1,200 tons	Asphaltic Concrete Mixture	6.00	7,200.00
72 tons	85-100 Asphalt in Mixture	29.00	2,088.00
8 tons	RS-2 Asphalt	55.00	440.00
8 only	Extra for Asphaltic Concrete Approaches	30.00	240.00
30 cu. yds.	Aggregate in Pavement Seal	4.50	135.00
	Subtotal		$ 52,063.00
	10% Engr. & Cont.		5,206.30
	Total		$ 57,269.30

Type Code X021
Molalla River Bridge (Sta. 164+95 to Sta. 168+38)(Contract No. 4659)

All Required	Shoring, Cribbing, Etc.		$ 4,000.00
650 cu. yds.	Structural Excavation	$ 10.00	6,500.00
50 cu. yds.	Excavation Below Elevation Shown	15.00	750.00
440 lin. ft.	Furnish Treated Timber Piling	1.60	704.00
16 only	Drive Timber Piles	70.00	1,120.00
600 lin. ft.	Furnish 10" BP 42# Steel Piling	5.50	3,300.00
20 only	Drive Steel Piling	70.00	1,400.00
900 cu. yds.	Class "A" Concrete	69.00	62,100.00
205,000 lbs.	Metal Reinforcement	0.12	24,600.00
690 lin. ft.	Metal Rail	5.25	3,622.50
80 lin. ft.	8-inch Metal Drain Pipe	3.00	240.00
All Required	Remove Old Bridge		13,000.00
	Subtotal		$121,336.50
	10% Engr. & Cont.		12,133.65
	Total		$133,470.15

Length of Roadway	0.411 mile
Length of Structure	0.065 mile
Total Length	0.475 mile
Cost or Roadway per mile	$139,341.36

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 57,269.30	$ 34,228.00	$23,041.30
Structure	133,470.15	79,772.00	53,698.15
	$190,739.45	$114,000.00	$76,739.45

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

RECEIVED
MAY 29 1956
FOR FILING

[illegible]

4 -4

May 29, 1956

White Brothers Company
P. O. Box 376
Walla Walla, Wash.

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4659, which was awarded to you by the State Highway Commission on April 26, covering the Molalla River (Meadowbrook) Bridge Section of the Woodburn-Estacada Highway in Clackamas County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

GL
encl.

RECEIVED
APR 30 1956
FOR FILING

S-264 (4)
4659

April 30, 1956

White Brothers Company
P. O. Box 376
Walla Walla, Washington

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4659 for construction of a reinforced concrete bridge, grading, and paving on the Molalla River (Meadowbrook) Bridge Section of the Woodburn-Estacada Highway in Clackamas County.

This award was based on your bid of $173,399.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

3-4212 Bridge Painting - Columbia 1956
Slough Bridge.
4660

2-[illegible]

4660

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 23, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4660	2-Final	C. H. Savage Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17764	H-158863	$5,046.12	8/23/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: July 27, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-4-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 4 1956

Ruth Rawlings

NOTED ON CARD
gs

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RECEIVED
AUG 23 1956
FOR FILING

3-4212

4660

August 23, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4660 for painting the Oregon City and Columbia Slough Bridges on the Oswego and Pacific Highway West Highways in Clackamas and Multnomah Counties was completed by the contractor, C. H. Savage Co., on July 27, 1956 and was formally accepted by the Highway Commission on August 16,1956.

Final payment in the amount of $5,046.12 will be released to the contractor on or after September 4, 1956. The total contract amount is $7,110.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gf

RECEIVED
MAY 23 1956
FOR FILING

3-4212
466

May 22, 1956

C. H. Savage Company
4126 S.E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4660, which was awarded to you by the State Highway Commission on April 26, for painting the Oregon City and Columbia Slough Bridges on the Oswego and Pacific West Highways in Clackamas and Multnomah Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

3-4212
4660

April 30, 1956

C. H. Savage Company
4126 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4660 for cleaning and painting all structural steel in the Columbia Slough Bridge on the Pacific Highway in North Portland in Clackamas and Multnomah Counties.

This award was based on your bid of $7,110 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

103-1060 Divisions No. 1 and 2 1956
Oiling Project
4661

Mr. Williams

RECEIVED

January 11th, 1957

FINAL COST ANALYSIS

Division 1 and 2 Reoiling

Woodburn-Estacada, Cascade, Yamhill-Newberg
and Salmon River Highways

Contract #4661

J. C. Compton, Contractor

Prefix 103-1060-201(41)

Tom Opedal, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation 4661 of Base	27.4	Mile	$50.00	$27.64	$ 757.44	$ 1,370.00
Hauling Aggregates	28,582.5	Yd. Mi.	0.16	0.20	5,774.46	4,573.20
Placing "	9,095	Cu. Yd.	0.90	0.80	7,297.34	8,185.20
Furnishing & Placing Aggregates	605	" "	4.50	4.95	2,995.54	2,722.50
150-200 Asphalt	521.9	Ton	35.00	32.85	17,148.79	18,266.50
RS-2 Asphalt	275.58	"	38.50	33.52	9,237.27	10,609.83
PA #1, Furn. No-Strip to Asphalt	156.14	"	7.00	6.50	1,014.91	1,092.98
Force Account					923.98	537.68
					$45,149.73	$47,358.19

Gross Revenue	$47,358.19
Total Cost	45,149.73
Net Profit	$ 2,208.46

Net Profit Equals 4.66% of Gross Revenue

NOTED
W. C. WILLIAMS

RECEIVED
[illegible] 16 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost

Labor:

Labor	$ 9,525.46	
Labor Insurance, Health & Welfare Etc.	1,074.46	
		$10,599.92

Equipment Rental & Misc. Supplies:

Equipment Rental (Owned)	$ 5,700.85	
" " (Rented)	349.98	
Gas, Oil & Grease	1,894.94	
P.L. & P.D. Insurance	119.07	
Bond	284.15	
Overhead	483.72	
Misc. Small Tools	473.58	
		9,306.09

Materials:

Furnish Aggregate	150	Cu. Yd.	at	$2.50	$ 375.00	
" "	400	" "	"	2.15	860.00	
" "	50	" "	"	2.42	121.00	
Asphalt 150/200	521.90	Ton	"	24.50	12,786.63	
" No-Strip	156.14	"	"	6.50	1,014.91	
" RS-2	275.58	"	"	27.92	7,695.67	
Freight 150/200					1,730.95	
" RS-2					659.56	
						25,243.72

Total Cost $45,149.73

- 146 D

Remarks:

This is a "State Project" calling for construction of 8.64 miles of Type 0-9 oil mat wearing surface, 11.32 miles of Type 0-9 modified oil mat wearing surface and 7.44 miles of emulsion seal.

The locations of the four units are: Unit A, beginning at east city limits of Molalla to Springwater, 15.31 miles east; Unit B, beginning at west city limits of Molalla going south on Cascade Highway 5.14 miles; Unit C, beginning at Yamhill going east 4.65 miles; and Unit D, beginning at Sheridan city limits going east 2.30 miles on Salmon River Highway.

Bids were opened April 26th, 1956. Work started May 28th. Inclement weather discouraged the contractor and he closed down the job and moved to eastern part of the state until better weather conditions prevailed. July 10th, 1956 contractor returned and worked diligently until the contract was completed July 27th, 1956.

Contractor's equipment on project: distributor, Hough 2 cu. yd. loader, seven 6 cu. yd. trucks, 2 rollers, 2 blades, power broom, service truck, transports, retort, welder and miscellaneous small tools.

Long haul on crushed aggregates, loss of time due to weather conditions and heavy traffic contributed to small profit.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

A

103-1060
4661

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 16, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4661	1-Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22081	H-163236	$ 1,420.75	10/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: July 27, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-17-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 17 1956

Ruth Rawlings

[illegible]ED ON [illegible]

A

RECEIVED
OCT 1 1956
FOR FILING

163-1660

4661

September 28, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4661 covering Divisions No. 1 & 2 Oiling Project on four Highways in Clackamas and Yamhill Counties was completed by the contractor, J.C. Compton Co., on July 27, 1956 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $1,420.75 will be released to the contractor on or after October 8, 1956. The total contract amount is $47,358.19, of which amount $537.68 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

A

RECEIVED
AUG 23 1956
FOR FILING

45-1100

[illegible]

August 27, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. on contract No 4661, covering Divisions No. 1 & 2 Oiling Project on four highways in Clackamas and Yamhill Counties. This payment, in the amount of $38,186.64, will be released to the contractor on or after September 6, 1956. The retained percentage is in the amount of $1,420.75.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

A

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AUG 21 1956

FOR FILING

FORM E-30X—37,500—2-55—82967

103-1060

4661

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 2, Oregon
August 15, 1956

SUBJECT: Stripping Preventative
Additive in Asphalt

To:

Mr. A.G. Skelton
Division Engineer
OFFICE

L

Referring to Mr. Cooper's letter of May 22, 1956 regarding the use of stripping preventative additive in asphalt, it seems to give the asphalt a better penetration and adherence to the aggregate. I think it also lowered the viscosity some. It also seemed to increase the bleeding of excess oil in the existing pavement, which, I feel gives the advantage of taking care of same during construction rather than by maintenence at a later hot weather date.

We had unusually warm weather during construction, which I feel gave better final results than if it had been cooler.

I think the best test will be to observe the results after next winters use.

The additive was used between mile posts 13.08 and 20.5 of Unit "A", Divisions 1 and 2 Oiling Project, Contract No. 4661.

Tom Opedal
Tom Opedal
Resident Engineer

TO:rdl
cc
cc: Mr. Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
AUG 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—5M—3-50

103-1060
4661

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 28, 1956

Section Divisions 1&2 Oiling Project
Woodburn-Estacada, Cascade
Highway Yamhill-Newberg & Salmon R.

Kind of work Oiling

Section prefix 103-1060

Contractor J.C. Compton Co.

Contract number 4661

Date of contract April 26, 1956

Date of completion Aug 31, 1956

Estimated date of completion ...., 19....

Date work started May 28, 1956

Per cent of time elapsed 73 %

Amount of contract $48475.00

Estimated cost of completed project, exclusive of engineering $69245.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 2700, 89 %

Date project was completed July 27, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project Friday evening, except maintenance

NOTED

NOTED
TOM EDWARDS

NOTED
L. H. Young

NOTED
C. E. PAULSEN

NOTED
V. D. WOLFE

RECEIVED
JUL 31 1956
OFFICE OF
CONS[illegible]

NOTED
R. D. ASBURRY

Signed Tom Opidal

Address Portland Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	150-200 ~~GRADING~~ Asphalt	Furnishing SURFACING Aggregate	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	RS-2 PAVING Asphalt
Miles in project				27.40	
Miles partially completed				~~27.40~~	
Miles completed				27.40	
Total estimated quantities	550 T	400 C.Y.	9000 C.Y.		350 T.
Estimated quantities moved or placed to date	550 T	675 C.Y.	9095 C.Y.		247 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			10		
Average force on project for week			24		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Loader ~~Shovels~~ 1, Power graders 2, Rollers 2, Broom ~~Mixers~~ 1, Transports ~~Crushing or screening plants~~ 2
Distributor ~~Compressors~~ 1, Trailers ~~Bulldozers~~ 3, Semi Flat ~~Sheep-foot rollers~~ 1, Trucks 8, Pickups 3, Service 2

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Warm & Clear		
Thursday			
Friday			
Saturday			

State Printing Dept. 38842

RECEIVED
MAY 23 1956
FOR FILING

4661

May 22, 1956

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith three copies of contracts for your files which were awarded to you by the State Highway Commission, as follows:

Contract No. 4661, covering Divisions No. 1 and 2 Oiling Project in Clackamas and Yamhill Counties.

Contract No. 4679, covering Division No. 4 Oiling Project in Lake and five other Counties.

Contract No. 4695, for paving on the Coquille (Knott Street) Section in Coos County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 30 1956
FOR FILING

[illegible]
[illegible]

April 30, 1956

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4661 for Divisions No. 1 and 2 Oiling Project on four highways near Molalla, Newberg, and Sheridan in Clackamas and Yamhill Counties.

This award was based on your bid of $48,475 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

ER-17 (1) Shady-Booth Ranch Slide 1956
Correction Project
4662

K

Form PR 2 (Revised 1944)

State Oregon
Project No. ER-17(1)

4662

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of April, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of February, 1956, a program, which was approved on the 6th day of April, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 6th day of April, 1956, and the sum of forty thousand and 00/100 dollars ($40,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of Chapter 529, Laws 1939. act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

xxxxxxx Intermittent flood damage repair between Stations 2966+50 and 3152+00, south of Roseburg,

, length 0.000 miles, in Douglas County, being Oregon project No. ER-17(1), consisting of 0.000 miles of roadway and no bridges, each of more than 20 feet clear span, xxxxxxxxxxxxxx

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty thousand and 00/100 dollars ($ 40,000.00), which does not exceed the authorized Federal pro rata share of eighty thousand, one hundred fifty seven and 00/100 dollars ($ 80,157.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorising funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

District ~~Division~~ Engineer,
Bureau of Public Roads.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal Aid
Project ER-17(1)

SHADY-BOOTH RANCH SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and State Force Work.)

Salem, Oregon, February 21, 1957

Type Code 0010
Slide Correction (Sta. 2966+50 to Sta. 2974+50)(Sta 2977+00 to Sta. 2982+00)
(Contract No. 4662)

160 cu. yds.	Drainage Excavation, Unclassified	$1.00	$ 160.00
109,000 cu. yds.	General Excavation, Unclassified	0.28	30,520.00
550 lin. ft.	6 Inch Perforated Metal Drain Pipe	2.00	1,100.00
600 cu. yds.	Pit-run Backfill in Drains	2.65	1,590.00
			$33,370.00

Extra Work Order No. 4 (Revised)(Contract No. 4548)

Slide Removal (Sta. 3146+50 to 3152+00)

All Required	Labor and Equipment	$39,500.00
	Subtotal	$72,870.00
	10% Engr. & Cont.	7,287.00
	Total	$80,157.00

Length of Project 0.00 Miles

Federal Funds -	$40,000.00
State Funds -	40,157.00
	$80,157.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap 529; Laws 1939.

State Funds for Maint.: Chap. 529; Laws 1939.

Oregon State Highway Department

Federal Aid
Project ER-17(1)

SHADY-BOOTH RANCH SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 5, 1956

Type Code 0010
Slide Correction (Sta. 2966+50 to Sta. 2974+50) (Sta. 2977+00 to Sta. 2982+00)

160	cu.yds.	Drainage Excavation, Unclassified	$ 2.50	$ 400.00
109,000	cu.yds.	General Excavation, Unclassified	0.50	54,500.00
550	lin. ft.	6 Inch Perforated Metal Drain Pipe	1.00	550.00
600	cu.yds.	Pit-run Backfill in Drains	3.00	1,800.00

Subtotal	$ 57,250.00
10% Engr. & Cont.	5,725.00
Total	$ 62,975.00

Length of Project 0.000 Miles

Federal Funds -	$ 31,400.00
State Funds -	31,575.00
	$ 62,975.00

E-133X 25M 11-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

September 20, 1956

This is to certify that all of the materials used on Project ER-17(1), Shady-Booth Ranch, Pacific Highway, met pertinent specification requirements of the contract. All of the materials were properly covered by samples tested and accepted by the State Highway Testing Laboratory. Laboratory reports covering tests of materials used on the project are on file, by project number, in the State Laboratory at Salem.

G W Harra
G. W. HARRA
Engineer of Materials

Mr W C Williams

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[illegible] 1957

NOTED
W. C. WILLIAMS

March 11th, 1957

FINAL COST ANALYSIS
Slide Correction
Harbert Bros., Contractor
C. T. Keasey, Resident Engineer

Shady-Booth Ranch Section
Contract #4662

Pacific Highway
Prefix 10-1128-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Drainage Excav., Unclass.	67.79	Cu. Yd.	$0.64	$1.00	$ 42.89	$ 67.79
General Excav., Unclass.	112,893.6	" "	0.35	0.28	39,766.14	31,610.21
6" Perf. Metal Drain Pipe	200	Lin. Ft.	1.77	2.00	351.67	400.00
Pit-run Backfill in Drain	276	Cu. Yd.	2.12	2.65	582.23	731.40
					$40,742.93	$32,809.40

Total Cost	$40,742.93
Gross Revenue	32,809.40
Net Loss	$ 7,933.53

Net Loss Equals 24.1% of Gross Revenue

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MAR 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost

Labor:					
Labor				$12,726.34	
Labor Insurance				815.94	
Health and Welfare				338.20	$13,880.48
Materials:					
6" Perf. Metal Drain Pipe	200	Lin. Ft.	at $0.83	166.00	
Bands	10	Each	" 1.02	10.20	
Pit-run Gravel	276	Cu. Yd.	" 1.25	345.00	521.20
Equipment Rental and Miscellaneous Expense:					
Equipment (Own)				17,924.48	
" (Rented)				1,582.86	
Gas, Oil and Grease				3,461.75	
Liability Insurance				673.04	
Powder and Caps				519.74	
Bond				250.28	
Move In Expense				175.30	
Home Office and General Overhead				1,380.69	26,341.25
Total Cost.					$40,742.93

Remarks:

This was a "Federal Aid Primary Emergency Relief Project" located on the Shady-Booth Ranch Section of the Pacific Highway in Douglas County. The northerly end of the project was approximately 1.39 miles south of Roberts Creek overcrossing about 7.6 miles south of Roseburg. The southerly end was approximately 1.66 miles south of the Roberts Creek overcrossing. The overall length of the project was 0.29 mile.

The work to be done under this contract consisted of the excavation of approximately 109,000 cubic yards of slide materials and the performance of such additional and incidental work as called for in the plans and specifications.

The contract was bid and awarded to Harbert Bros. of Estacada, Oregon on April 26th, 1956. The contractor moved in on May 17th, 1956 and began work on that date. He completed the project on August 30th, 1956.

The contractor used the following equipment while working the project: two DW 21 scrapers, one D 8 cat with bulldozer, one ripper, one 105 compressor, one 315 cu. ft. compressor, one wagon drill and such other necessary equipment.

Although the contractor had good equipment and supervised the work himself, the project shows a loss due to a low bid on excavation and encountering of a large amount of material that had to be drilled and shot.

M. N. Juve
Chief Cost Analyst

By . . F. W. Sugnet

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DEC 12 1956
FOR FILING

ER-17(1)

Em. Rd. Proj.

December 11, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The purpose of this letter is to request approval of force account performance of a part of the work involved in Emergency Relief Project ER-17(1), Item No. 22, on the Shady-Booth Ranch Section of the Pacific Highway in Douglas County.

The whole of the project is within the limits of a construction contract (No. 4548) in progress on the Shady-Booth Ranch Section, Project BFI-78(24). The part of the emergency relief work which was between Stations 2966+50 and 2982+00 consisted of the removal of two large cut slides cleanly separated from the work under the construction contract and of natures and shapes susceptible of accurate measurement. This part of the emergency relief project has been let to contract on a competitive bid basis, Contract No. 4662.

The part of the emergency relief project which is between Stations 3146+50 and 3152+00, was a series of small slides and slip-outs in sloppy material and of irregular shapes impossible of accurate measurement and difficult to figure on a bid basis. This part of the work was performed by the contractor holding the construction contract, as extra work on a force account basis, payment being made on the basis specified for such work in the construction contract (Contract No. 4548, Extra Work Order No. 4).

The force account work was commenced on April 8, 1956, and completed on September 27, 1956. The cost was originally estimated at $10,000. However, the actual cost was approximately $39,500.

Your approval of force account performance of the part of the work which was between Stations 3146+50 and 3152+00 will be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SWP:ia

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FORM E-123 SDM REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 29 1956
FOR FILING

ER-17(1)

4662

November 28, 1956

Harbert Bros.
Route 1, Box 7
Estacada, Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from July 31, 1956 to August 30, 1956 within which to complete your contract No. 4662, for slide correction on the Shady-Booth Ranch Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

Gilmore Becker,
Resident Engineer

Tom Edwards,
Construction Engineer

1

ER-17 (1)
4662

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 29, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4662	6-Final	Harbert Bros.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23176	H-164223	$ 1,003.02	10/29/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Aug. 30, 1956

Completion Date: Aug. 30, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
gl

Warrant Mailed: NOV 15 1956

Ruth Rawlings

RECEIVED
OCT 17 1956
FOR FILING

II

4662

October 16, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4662 for work performed on the Shady-Booth Ranch Section of the Pacific Highway in Douglas County was completed by the contractor, Harbert Bros., on August 30, 1956 but has not as yet been accepted by the Highway Commission.

Final payment, in the amount of $1,003.02, will be released to the contractor after acceptance by the Commission. The total contract amount is $32,809.40 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

[illegible] ON CARD

gl

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RECEIVED
OCT 5 1956
FOR FILING

ER 17 (1)

4662

October 5, 1956

CERTIFIED MAIL

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Harbert Bros. on contract No. 4662, for slide correction on the Shady-Booth Ranch Section of Pacific Highway in Douglas County. This payment, in the amount of $2,668.37, will be released to the contractor on or after October 15, 1956. The retained percentage amounts to $983.70.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 8 1956
FOR FILING

FI-17(1)

4662

October 4, 1956

Oregon State Highway Commission

Request for extension of time
No. 3
November 8 and 9 meeting

Gentlemen:

Herewith is a request from Harbert Brothers for an extension of time on the Shady-Booth Ranch Slide Correction Project, Contract No. 4662, from July 31, 1956 to August 30, 1956.

This slide removal project could not be operated due to extremely wet weather during the month of May. The overrun in time did not delay the surfacing and paving on this section, nor did it cause any added expense to the State. I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

Form E-1—10M—1-56

C[illegible]GON STATE HIGHWAY DEPARTM[illegible]T

Field Engineer's Weekly Report

ER-17(1)

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 22, 1956

Section Shady - Booth Ranch

Kind of work Slide Correction

Highway Pacific

Section prefix 10-1128

Contractor Harbert Bros.

Contract number 4662

Date of contract April 26, 1956

Date of completion July 31, 1956

Date work started May 17, 1956

Estimated date of completion , 19

Project authorization $ 37,541.25

Exclusive of Engineering $ 34,871.65

Per cent of time elapsed Overran %

Estimated cost of completed project, exclusive of engineering $ 32,790.08

Estimated per cent XXXXXX or underrun 6.4 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2,669.60

Engineering cost to date $ 2,409.33, 90.3 %

Date project was completed August 30, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final estimate on this project was sent in the 19th of this month.

This is the last weekly report on this project.

NOTED
FORREST COOPER

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
D. J. BAKER

RECEIVED
SEP 24 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed C T Keasey
C. T. Keasey

Address Roseburg

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.29				
Miles partially completed					
Miles completed	0.29				
Total estimated quantities (contract)	109,000				
Total quantities corrected to date	112,824.6				
Estimated quantities moved or placed to date	112,824.6				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Showers		
Friday	Fair		
Saturday			

A

RECEIVED
SEP 21 1956
FOR FILING

EB-19 (1)

4662

September 21, 1956

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Harbert Bros. a portion of the funds heretofore retained by the Commission on contract No. 4662, for slide correction on the Shady-Booth Ranch Section of the Pacific Highway in Douglas County.

This payment in the amount of $3,770.40 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $901.18. The present payment will be released on or after October 1, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
SEP 21 1956
FOR FILING
ER-17 (1)
4662

September 20, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Shady-Booth Ranch, Contract No. 4662, Oregon ER-17 (1), from July 31, 1956 to August 30, 1956, to Harbert Brothers, contractors.

This project was for slide removal and because of the extreme wet weather during the month of May, the contractor was delayed approximately a month in starting. The overrun in time did not delay the surfacing and paving on this section, nor did it cause any added expense to the State. I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
SEP 6 1956
FOR FILING

ER-17(1)

4662

September 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 30, 1956, on Contract No. 4662, Shady-Booth Ranch Section, in Douglas County, in connection wtih Federal Aid Project No. ER-17(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: John Cattrall

DBP:ch

RECEIVED
MAY 23 1956
FOR FILING

ER-17(1)

4662

May 22, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 17, 1956 on Contract No. 1662, Shady-Booth Ranch (slide correction) Section, in Douglas County, in connection with Federal Aid Project No. ER-17(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

RECEIVED
MAY 23 1956
FOR FILING

ER-1711

4662

May 22, 1956

Harbert Bros.
Route 1, Box 7
Estacada, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4662, which was awarded to you by the State Highway Commission on April 26, for slide correction on the Shady-Booth Ranch Section of the Pacific Highway in Douglas County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 16 1956
FOR FILING

FORM 830—50M—2-55—62986
EA 110
4662

RECEIVED
MAY 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15th, 1956

SUBJECT: Slide Removal
Station 3149
Shady-Booth Ranch

To: Mr. S. H. Probert
Office Engineer
Office

NOTED
W. C. WILLIAMS

I am forwarding herewith six copies of special provisions which were submitted to us by Division No. 3 covering force account slide removal at Station 3149 on the subject-named job. This covers that portion of the slide removal work which is not currently under contract. Mr. Edwards apparently has in mind that these special provisions, along with the A.G.C. rental rates, shall comprise the agreement form under which this work shall be done.

Can this job be carried forward on the basis as set out in this agreement? If so, will you please have the special provisions done up in contract form and return to Mr. Edwards for execution.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY:AR

cc to: W. C. Williams
Tom Edwards

RECEIVED
APR 30 1956
FOR FILING

FR-M) (1
4662

April 30, 1956

Harbert Brothers
Route 1, Box 7
Estacada, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4662 for Sandy-Booth Ranch Slide Correction Project on the Pacific Highway, about 7. 6 miles south of Roseburg in Douglas County.

This award was based on your bid of $33,370 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAY 2 - 1956
FOR FILING

OREGON DISTRICT

ER-17(1)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

April 26, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4662 for Oregon Project ER-17(1), Shady-Booth Ranch Section of the Pacific Highway, to Harbert Bros., of Estacada, Oregon, low bidder in the amount of $33,370.00 at the April 26, 1956 bid opening.

Very truly yours,

C. C. Polk

C. C. Polk
District Engineer

RECEIVED
MAY 1 1956
STATE [illegible]ION

RECEIVED
APR 23 1956
FOR FILING

ER 111

4-6-2

ER 111 08-35

April 20, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

This will confirm verbal assurance given you previously that Item 22, Project ER-17(1), was approved effective April 6, 1956 under Option 1 for financing with emergency relief funds pending action by Congress on a request for an additional authorization. This project involves a total estimated cost of $84,000 with emergency funds requested in the amount of $42,000.

We have also been advised that Items 15, 24, 28, and 32, Projects ER-13(5), ER-17(3), ER-18(3), and ER-16(3) respectively, have been approved effective April 17, 1956 under Option 1 as outlined above. These four projects involve a total estimated cost of $92,500 with emergency funds requested in the amount of $46,200.

Approval of the above 5 projects increases the total estimated cost for all projects approved in the Oregon Emergency Program to date to $1,330,600, with emergency funds requested in the amount of $665,100. No allocation of emergency funds can be made however until and unless additional emergency funds are authorized by the Congress.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. BESTER
Supervising Hwy. Design Engineer

RECEIVED
APR 20 1956
STATE [illegible]

Original to
Mr. Probert

File

RECEIVED
APR 16 1956
FOR FILING
OREGON DISTRICT

ER-17(1)
4/162

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 6, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project ER-17(1), slide correction on Shady-Booth Ranch Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By
A. F. Bester
A. F. BESTER
Supervising Highway Design Engineer

RECEIVED
APR 13 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 15 1956
FOR FILING

[illegible]
08-35

March 13, 1956

[illegible] to Mr. [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of February 27, 1956 concerning the approval of 9 projects in the Oregon original emergency program (floods of December 1955) submitted with your letter of February 8, 1956 and supplemented by adding Item 10 on February 10, 1956. Item 3, Project ER-7(1) was held in abeyance pending submission of additional information which we forwarded on March 5, 1956.

Item 3 has now been conditionally approved effective March 9, 1956 under Option 1, for financing with emergency relief funds pending action by Congress on a request for additional authorization. For your information, the following is quoted from the approval memorandum:

> "Project ER-7(1) provides for the repair of slides and reconstruction of pavement at intermittent points on an 11 mile section of State Highway 242, at a total estimated cost of $12,000, with emergency funds requested by the State in the amount of $6,000.
>
> In our memorandum of January 26, 1956, a finding was made that an allocation of emergency funds to the subject floods was warranted. However, emergency funds presently authorized by the Congress for the fiscal year 1956 under Section 7 of the Act of June 25, 1952 have been exhausted, and due to the several devastating floods which have occurred in recent months in the western and northeastern parts of the United States, the Congress has been asked to provide additional emergency funds for the fiscal year 1956. Under the circumstances no allocation of emergency funds to the subject floods can be made until and unless additional emergency funds are authorized by the Congress."

Very truly yours,

NOTED
State Highway Engineer

RECEIVED
MAR 14 1956
OREGON
STATE HIGHWAY COMMISSION

C. G. POLK
District Engineer

310-1723 Oakland (5th St.) Paving 1956

4663

A

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 19, 1956

310-1723

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4663	3-Final	Roseburg Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24471	H-165675	$ 1,462.00	11/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Sept. 15, 1956**

Time Extensions: **None**

Completion Date: **Sept. 15, 1956**

Date Accepted: **Sept. 27, 1956**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **11-19-56**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
gf

Warrant Mailed: NOV 20 1956

Ruth Rawlings

RECEIVED
NOV 2 1956

FOR FILING
310-1923

[illegible]

November 2, 1956

CERTIFIED MAIL

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

State Highway Contract No. 4663 covering paving on the Oakland (5th Street) City Streets Section in Douglas County was completed by the contractor, Roseburg Paving Co., on September 15, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $1,462.00 will be released to the contractor on or after November 12, 1956. The total contract amount is $10,797.46, of which amount $44.12 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rainier Agency
Douglas County State Bank Bldg.
Roseburg, Oregon

NOTED ON CARD

Form E-1—10M—1-56

O GON STATE HIGHWAY DEPARTM T

310-1723

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 21, 1956

Section Oakland (Fifth) Street

Kind of work Grading and Paving

Highway City Street

Section prefix 310-1723

Contractor Roseburg Paving Co.

Contract number 4663

Date of contract April 26, 1956

Date of completion Sept. 15, 1956

Date work started July 18, 1956

Estimated date of completion Sept. 15, 1956

Project authorization $ 13,375.13

Exclusive of Engineering $ 12,424.01

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 11,288.01

Estimated per cent overrun or underrun 10.1 %

Per cent of contract completed, based on total contract price 89.0 %

Engineering authorization $ 951.12

Engineering cost to date $ 752.00, 79.1%

Date project was completed Sept. 15, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is now completed and this will be the last report.

Mr. Chandler was over this project on Monday of this week.

Noted
M. N. Juve

NOTED

NOTED
L. H. Young

NOTED
FORREST COOPER

NOTED
D. J. BARBEE

RECEIVED
SEP 24 1956
OFFICE OF
CON

Signed Gordon L. Spaulding

Address P.O. Box 551, Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

NOTED
V. D. WOLFE

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.26	0.26			0.26
Miles partially completed					
Miles completed	"	"			"
Total estimated quantities (contract)	32 hours	1790 cy			530 tons
Total quantities corrected to date	26½	1586			465
Estimated quantities moved or placed to date	"	1545			460
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time					
Number shifts per day	0	0			0
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	cloudy		
Thursday	showers		
Friday	fair		
Saturday			

RECEIVED
MAY 29 1956
FOR FILING

[illegible]

[illegible]

May 29, 1956

Roseburg Paving Co.
536 West Maple St.
Roseburg, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4663, for paving on the Oakland (5th Street) City Street Section in Douglas County.

Contract No. 4664, for grading and paving on the Sutherlin (State St. & Central Ave.) City Streets Section in Douglas County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAY 8 - 1956
FOR FILING

31-1723

4663

Salem, Oregon
May 3, 1956

Sp. Ct. Aly. St. fund
#51

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto is a conformed copy of an agreement with the City of Oakland covering the Special City Allotment project on Fifth Street in the City of Oakland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Oakland, Oregon.

Secretary

rn
Attach: 1

FORM E30—20M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1956

SUBJECT: $250,000 Fund Agreement
Oakland (1956)

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Fifth Street in Oakland.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-19-55 Minute Page 32
Floyd Query
Ass't. Secretary

RECEIVED
APR 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1956
FOR FILING

310-1723

4662

May 3, 1956

Mr. Cal. Bowles, City Recorder
City Hall
Oakland, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Oakland covering the Special City Allotment project on Fifth Street in Oakland.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 30 1956
FOR FILING

310-1723

4663

April 30, 1956

Roseburg Paving Co.
1258 Maple Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4663 for paving 5th Street in Oakland in Douglas County.

This award was based on your bid of $11,789 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

ORDINANCE NO. ~~169~~ 162

3-20-56

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF OAKLAND, OREGON AND THE STATE OF OREGON ACTING BY AND THROUGH THE STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF FIFTH STREET FROM LOCUST STREET TO CEDAR STREET, A DISTANCE OF APPROXIMATELY 0.26 MILES AND DECLARING AN EMERGENCY.

Whoras the City of Oakland, Oregon has heretofore made an application to the State Highway Commission for assistance in repair or reconstruction under the provisions of ORS 366.800 and 366.805, and

Whereas the State Highway Commission has accepted such application for the improvement for Fifth Street from Locust Streeto to Cedar Street a distance of approximately 0.26 miles, and

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" is attached hereto and by this referrence is made a part hereof as though fully set out herein, the State Highway Commission has agreed to pay the cost of the project up to $15,000 and the City of Oakland, to pay all costs in excess of $15,000.

THE CITY OF OAKLAND ORDAINS AS FOLLOWS:

Section 1. That, that certain form of agreement hereinabove referred to be entered into by the City of Oakland and the State of Oregon acting by and through the State Highway Commission providing for the improvement of Fifth Street from Lucust Street to Cedar Street and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in duplicate and deliver such agreement to the State Highway Commission for execution by said Commission.

City of
OAKLAND
Douglas County, Oregon

October 11th 1955

Oregon State Highway Commission
Salem, Oregon

Att: Mr. Harold C. Ayers ✓
Dear Sir:

As we understand the situation the cost of paving Fifth Street from Locust to Cedar will be approximately $16,600.00, of this amount the State will pay $15,000.00 and the balance thereof to be paid by the City of Oakland.

As indicated by our signatures hereto this arrangement meets with the approval of the entire City Council. We will send you a check for the amount required from the City when so notified by you.

Thanking you for your interest in this matter we are

Very truly yours

Floyd W. Ross
MAYOR

Paul R. Schulze
COUNCILMAN

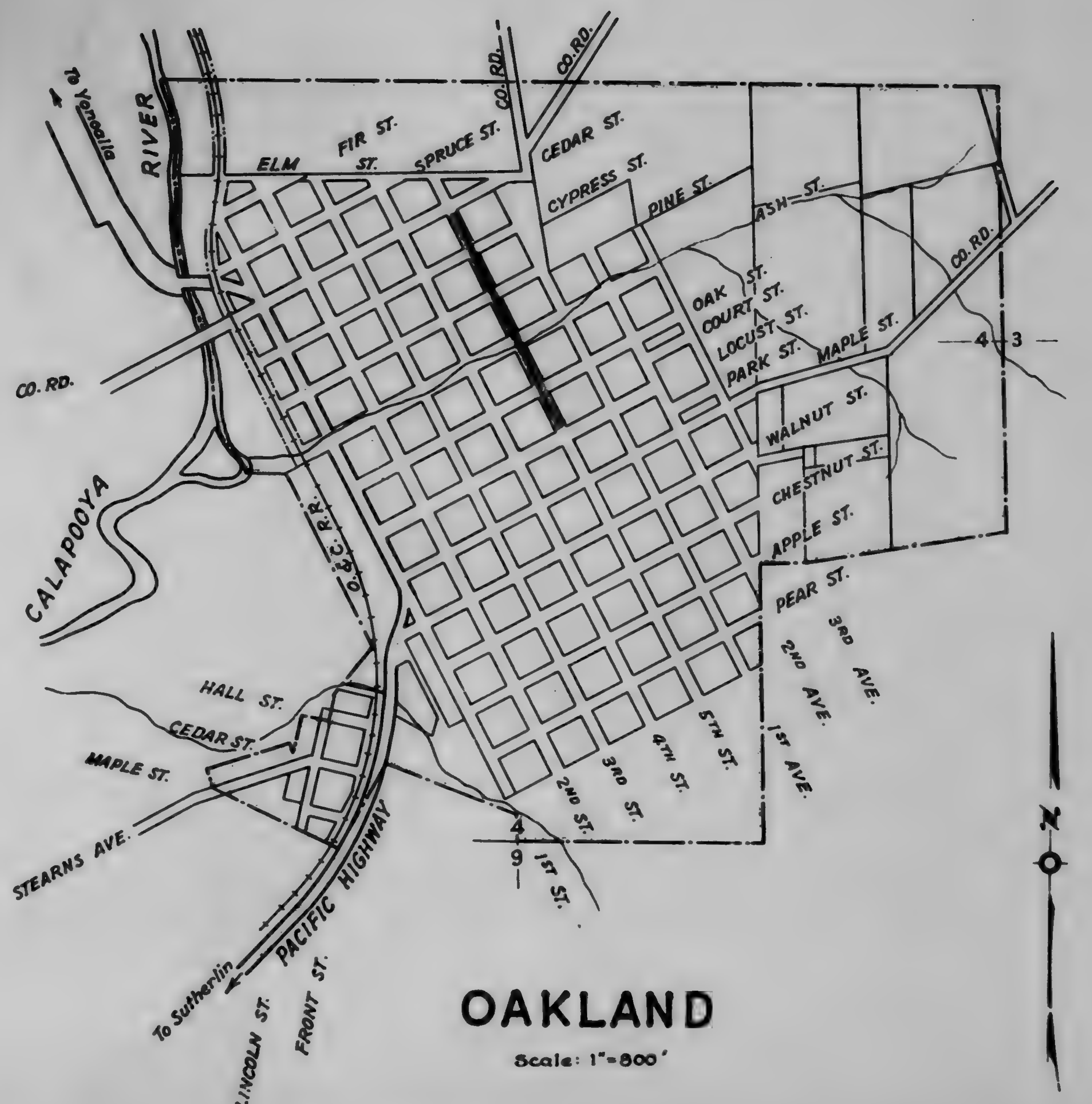
Kenneth Copeland
COUNCILMAN

Vernon E. Little
COUNCILMAN

COUNCILMAN

RECEIVED
OCT 13 1955
[illegible]

RECEIVED
OCT 13 1955
OREGON
STATE HIGHWAY COMMISSION



OAKLAND

Scale: 1"=800'

RECEIVED
JUN 28 1955
ENGINEER
COUNTY & CITY RELATIONS

6-27-55

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of OAKLAND is an incorporated city of the State of Oregon, and has a population of 825, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

Fifth Street and Cedar Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in ~~regular~~ or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Fifth Street from Locust Street to Spruce Street and

Cedar Street from Fifth Street to the City Limits

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Oakland does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate C. W. Manning as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 27th day of June, 1955.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

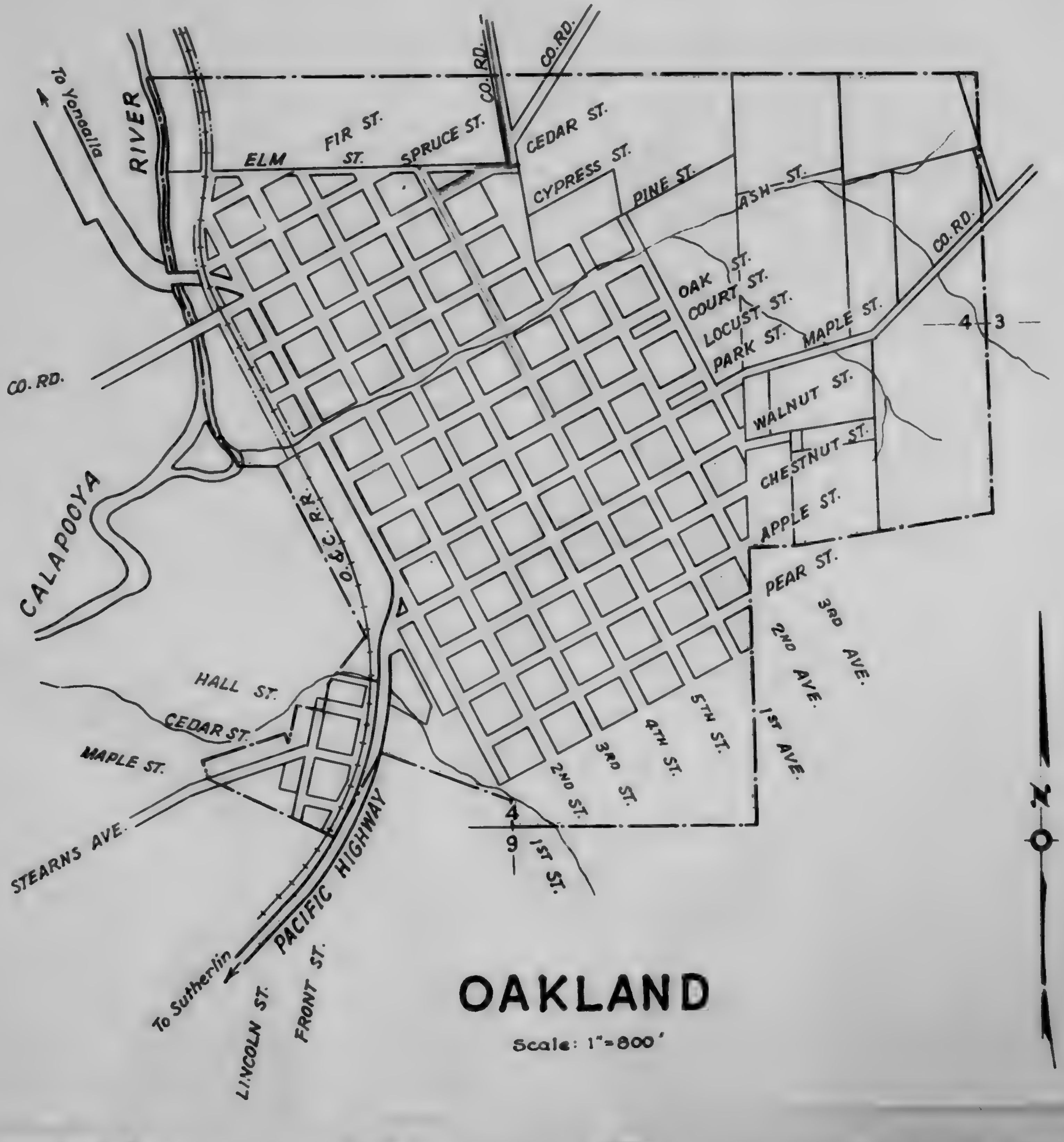
---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Oakland at a ~~regular~~ or special meeting of said Council, held on the 27th day of June, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 27th day of June, 1955.

City Cal Bowles
City Recorder

Form cc-50 (1953 Rev.)



OAKLAND

Scale: 1"=800'

310-1724 Sutherlin (State St. & 1956
Central Ave.) Grading and
4664 Paving.

RECEIVED

FILING

310-1724

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 26, 1956

(CONTRACT NO.) 4664	(EST. NO.)	(CONTRACTOR)
4664	3-Final	Roseburg Paving Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27748	N-168799	$ 1,051.79	12/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: none

Completion Date: Sept. 15, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 27 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
[illegible] 1957
FOR FILING
310-1724

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 26, 1956

(CONTRACT NO.) 4664
4664

(EST. NO.)
3-Final

(CONTRACTOR)
Roseburg Paving Co.

(VOUCHER NO.)
27748

(WARRANT NO.)
W-168799

(AMOUNT)
$ 1,051.79

(DATE)
12/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: none

Completion Date: Sept. 15, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC 27 1956
Ruth Rawlings

A

RECEIVED
DEC 12 1956
FOR FILING

[illegible]

4664

December 12, 1956

CERTIFIED MAIL

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

State Highway Contract No. 4664 for work performed on the Sutherlin (State St. & Central Ave.) City Streets Section in Douglas County was completed by the contractor, Roseburg Paving Co., on September 15, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $1,051.79 will be released to the contractor on or after December 22, 1956. The total contract amount is $9,974.79, of which amount $44.12 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rainier Agency
Douglas County State Bank Bldg.
Roseburg, Oregon

NOTED ON CARD

gl

Form E-1—10M—1-[illegible]

O GON STATE HIGHWAY DEPARTM

310-1724

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 21, 1956

Section Sutherlin (State & Central)

Highway City Streets

Contractor Roseburg Paving Co.

Date of contract April 26, 1956

Date work started July 24, 1956

Project authorization $ 11,856.38

Exclusive of Engineering $ 11,013.26

Kind of work Grading and Paving

Section prefix 310-1724

Contract number 4664

Date of completion Sept. 15, 1956

Estimated date of completion Sept. 15, 1956

Per cent of time elapsed 100 ~~[illegible]~~ %

Estimated cost of completed project, exclusive of engineering $ 10,568.96

Estimated per cent ~~overrun~~ or underrun 4.2 %

Per cent of contract completed, based on total contract price 93.7 %

Engineering authorization $ 843.12

Engineering cost to date $ 406.00, 48.3 %

Date project was completed Sept. 15, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is now completed and this will be the final progress report.

Mr. Chandler was over the entire project on Monday.

NOTED
FORREST COOPER

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
D. J. [illegible]

Signed Gordon L. [illegible]

Address P.O. Box 551, Roseburg, Oregon

NOTED
V. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.11	0.11			0.11
Miles partially completed					
Miles completed	"	"			"
Total estimated quantities (contract)	455 cy	440 cy			600 tons
Total quantities corrected to date	"	"			575
Estimated quantities moved or placed to date	"	400			565
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time					
Number shifts per day	0	0			0
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	cloudy		
Thursday	showers		
Friday	fair		
Saturday			

RECEIVED
MAY 29 1956
FOR FILING

[illegible]

4664

May 29, 1956

Roseburg Paving Co.
536 West Maple St.
Roseburg, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4663, for paving on the Oakland (5th Street) City Street Section in Douglas County.

Contract No. 4664, for grading and paving on the Sutherlin (State St. & Central Ave.) City Streets Section in Douglas County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAY 8 - 1956
FOR FILING

310-1724

4464

Sp. St. Tax St. Fund
102

Salem, Oregon
May 3, 1956

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto is a conformed copy of an agreement with the City of Sutherlin covering the Special City Allotment project on State Street and Central Avenue in Sutherlin.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Sutherlin, Oregon.

Secretary

[illegible]
Attach: 1

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1956

SUBJECT: $250,000 Fund agreements,
Sutherlin and Oakland (1956)

To:

Mr. W. C. Williams

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Herewith agreements covering projects on city streets in Sutherlin and Oakland. These are projects which were approved by the State Highway Commission for inclusion in the current 1956 Special City Allotment Fund. Both cities have indicated that they will contribute the costs in excess of the $15,000 limitation on state funds. These are ready for your approval and presentation to the Highway Commission.

G S Paxson
G. S. Paxson

GSP:gm
Attachs.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-19-55 Minute Page 32
Lloyd Query
Asst. Secretary

FORM 230—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1956

SUBJECT: $250,000 Fund Agreement
Sutherlin (1956)

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on State Street and Central Avenue in Sutherlin.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-19-55 Minute Page 32

Secretary

RECEIVED
APR 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1956
FOR FILING

310-1724

4664.

May 3, 1956

Mrs. Ida Lehman, City Recorder
City Hall
Sutherlin, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Sutherlin covering the Special City Allotment project on State Street and Central Avenue in the City of Sutherlin.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 30 1956
FOR FILING

310-1724

4664

April 30, 1956

Roseburg Paving Company
1258 Maple Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4664 for grading and paving State Street & Central Avenue in Sutherlin in Douglas County.

This award was based on your bid of $10,439 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

312-1124

4164

Salem, Oregon
April 3, 1956

C
O
P
Y

$250,000 Fund agreements,
Sutherlin and Oakland (1956)

Mr. W. C. Williams

Herewith agreements covering projects on city streets in Sutherlin and Oakland. These are projects which were approved by the State Highway Commission for inclusion in the current 1956 Special City Allotment Fund. Both cities have indicated that they will contribute the costs in excess of the $15,000 limitation on state funds. These are ready for your approval and presentation to the Highway Commission.

G. S. Paxson

GSP:gm
Attachs.

City of
SUTHERLIN
Douglas County, Oregon

Post Office Box 446
Phone 2856

October 12, 1955

Mr. Harold C. Ayers
Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Ayers,

After discussing our conversation of October 11 with the members of the Street Committee we have decided to request that the paving of East Central between Umpqua and Willamette be included in the job, and that the widening and resurfacing of State St. be also done this coming year. In the meantime the city will attempt to re-base, gravel and grade the Umpqua and Everett sections so that they may be ready for paving at a later date. Two years hence it may be possible to carry the paving of Everett St on to Calapooia.

The Council would have been willing to attempt the entire program if it were not for the fact we are faced with the absolute necessity of buying a grade map setting up street grades, storm sewer grades, curb lines, etc. by which the future improvement of city streets, and the construction of houses, can be guided. The cost of such a program during the coming year will take a major portion of our normal street maintenance budget.

We wonder if the paving on East Central can be carried to the West line of the intersection? We also wonder if the State Street work can be extended to the North bank of Sutherlin Creek. This would be for a distance of about 132' South of the North side of the intersection of State and Everett, which is the point at which the old concrete paving stops.

We will be happy to give you a letter to the effect that the city will assume all costs over $15,000 for the curtailed program as discussed herein. If you wish a specific wording in such a letter please send us the form you desire.

Again let me express my personal appreciation for your help and extreme cooperation in this connection.

Very truly yours,

H. McK

Hugh McKinley
City Manager

RECEIVED
OCT 13 1955

City of
SUTHERLIN
Douglas County, Oregon

Post Office Box 446
Phone 2856

September 14, 1955

NOTED
J. W. CATTRALL

Mr. Harold C. Ayers
Field Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers,

The Sutherlin Council met Monday, Sept. 12, and discussed the project we went over on the occasion of your last visit. The Council was pleased that the project has your tentative approval. They also agreed that provision will be made in the next budget for paying that portion of the job necessary to widen State St. from Everett to Central Ave.

The street has now been rough graded so that it should be possible to get fairly decent photographs of the streets to be improved.

Thank you for your courtesy in this matter.

Very truly yours,

Hugh McKinley
City Manager

RECEIVED
SEP 15 1955
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
SEP 15 1955
[illegible] RELATIONS

no. 28

Sec Fuller

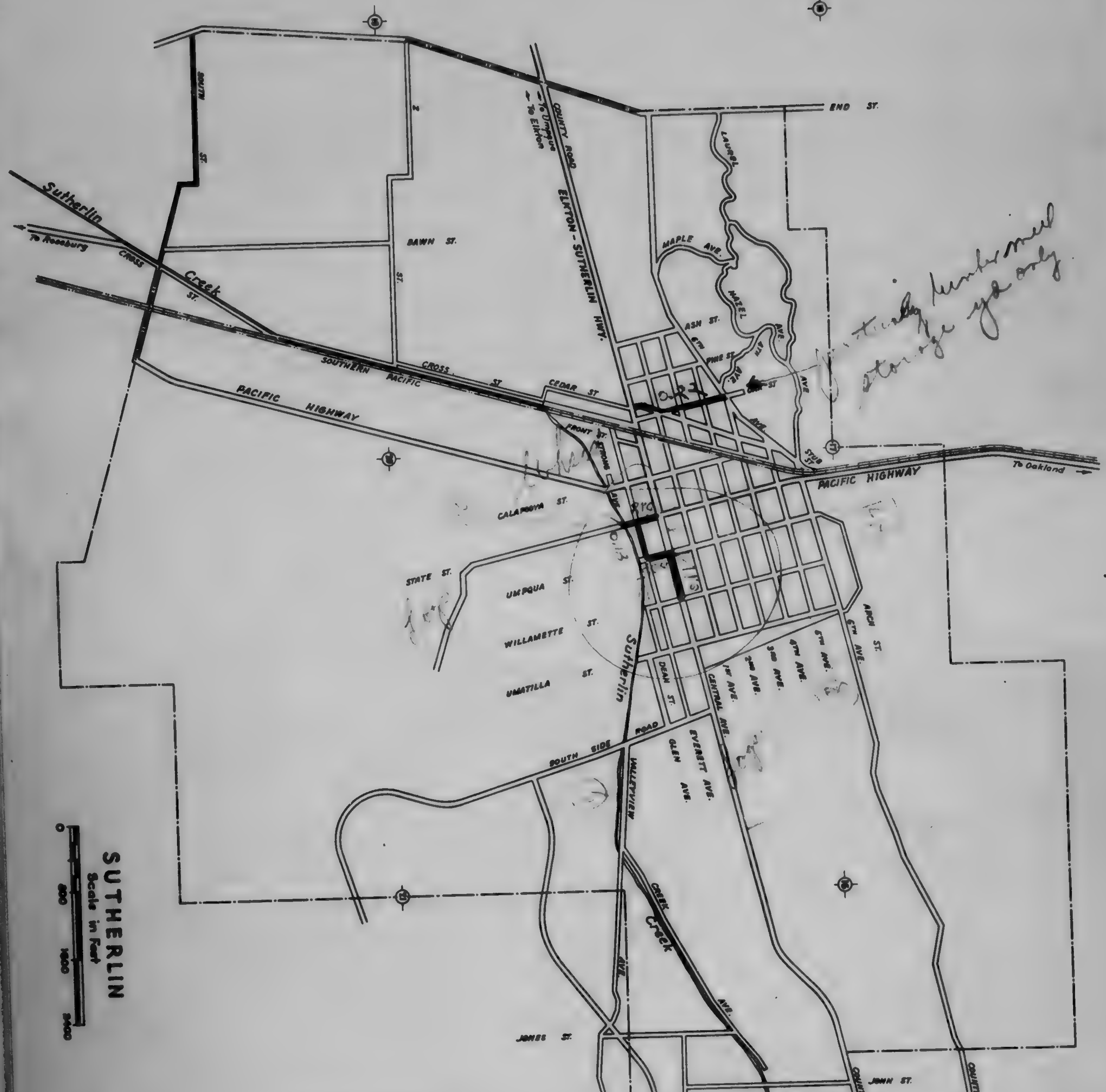
9-6-55

Excavation	150 cyds.	$1.00	$150.00
Removal of Walks	90 sq yds	1.00	90.00
Removing Ex Curbs.	135 lin ft.	.60	81.00
Clear & Grub.	all	500.00	500.00
Concrete Curbs	10 cyds.	60.00	600.00
Concrete Catch basins	4 ea	75.00	300.00
12" Conc Pipe	320 lin ft	2.80	896.00
2½" oil base	1200 cu yds	3.00	3600.00
3/4" oil base shoulders	400 cu yds	4.25	1700.00
Sprinkling	40 m gal	4.00	160.00
RC-2 in tack coat	4 tons	70.00	280.00
Class B AC	1200 tons	10.25	12300.00
150-200 in seal coat	6 tons	60.00	360.00
Aggregate in seal coat	72 cyds.	7.00	504.00
			$21,521.00
			2690.13
		$700	~~500.00~~
			$24,711.13

$24,800

— Hugh McKinley

No 28



70·28

$250,000 ('56)

8-31-55

Sutherlin

Contacted Mr. Hugh McKinley, city manager, who requested that the State widen State Street to 44', by removing curbs, sidewalk & trees and paving full width.

Advised Mr McKinley that our policy would not allow us to do this type of improvement, as we could only improve the travel portion of the road, and City would have to stand cost, and also be able to finance all cost above $15,000.

The portion of Central Avenue from Willamette Street to Umpqua street is in poor condition and very heavily traveled by log trucks.

The portion of State Street from Everett Ave to Central Ave is also in poor condition and is receiving excessive wear by log trucks.

The block of Umpqua Street between Central Ave. and Everett Ave, [illegible] and Everett Ave between Umpqua Street and State St. carrying a large quantity of traffic to rail shipping station located westerly from State Street.

The general pattern of traffic over the entire route is of the heavy commercial type and I believe, if City can raise the required funds for their portion of project, would qualify for assistance.

HCAyer

10-10-55
Talked this over with Tom Edwards & Morgan they stated they were pleased to have this recommended and asked for $650.00 for survey.

HCA

Litchfield

Preliminary Estimate

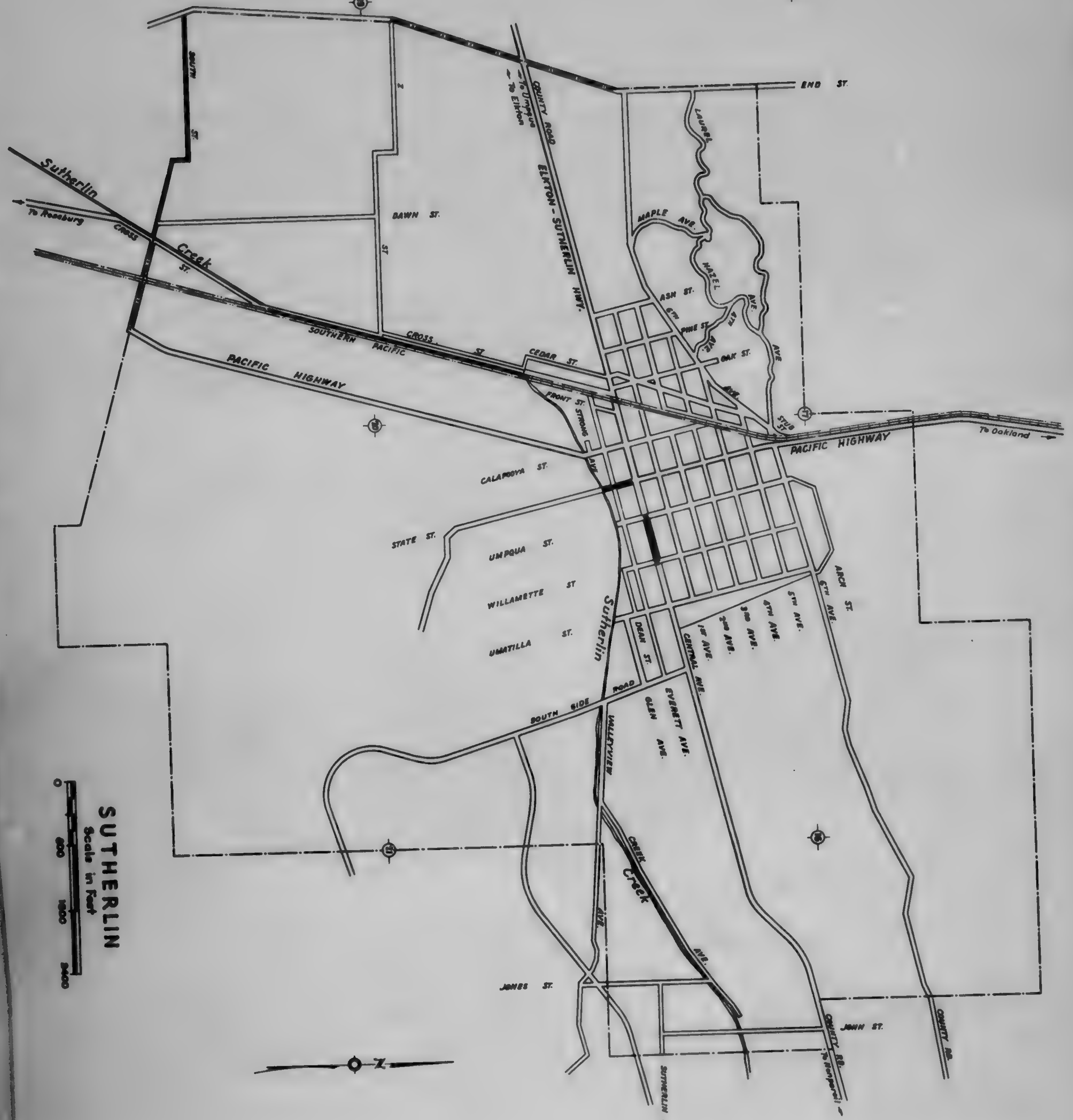
State Road from [illegible] to [illegible];
Central Avenue from Walnut St. [illegible] the
intersection of [illegible] Street.
A distance of [illegible] feet or 0.18 mile.

between Central Ave & Everett Ave (1 block)

Widen State St [illegible] 12" of base
road on [illegible] 10" base [illegible] Everett Ave 26' in width
to [illegible] ~~[illegible]~~
[illegible] 2" asphalt concrete over old pavement
[illegible] 3" asphalt concrete
[illegible]

Item	Quanity	@	Total
Clearing [illegible]	Job	$	$500.00
Excavation General	250 cyds	1.00	250.00
Removing [illegible]	[illegible] cyds	1.00	90.00
Removing [illegible]	135 lin ft	0.60	81.00
Concrete [illegible]	10 cyds	60.00	600.00
Exposed Stone	30 cyds	3.00	90.00
Concrete catch basin	2 ea	75.00	150.00
12" Concrete pipe	200 lin ft	2.80	560.00
Coarse material in base	550 cyds	3.00	1650.00
3/4" [illegible] on base & shoulder	200 cyds	5.00	1000.00
RC [illegible]	4 tons	70.00	280.00
Class "B" asphalt concrete	1000 tons	10.50	10500.00
RS [illegible]	4 tons	70.00	280.00
aggregate [illegible]	12 cyds	7.00	84.00
Prel Est of Const Cost			$16,115.00
12½% Eng & Const			2014.38
Survey			700.00
			$18,829.38

Total Prelimy Estimate $18,800


SUTHERLIN
Scale in Feet
0
800
1600
2400
N
END ST.
LAUREL
MAPLE AVE.
HAZEL AVE.
ASH ST.
6TH
PINE ST.
OAK ST.
AVE.
AVE
STUB ST.
PACIFIC HIGHWAY
To Oakland
COUNTY ROAD
To Umpqua
To Elkton
ELKTON - SUTHERLIN HWY.
SOUTH ST.
DAWN ST.
Sutherlin
Creek
To Roseburg
CROSS ST.
SOUTHERN PACIFIC
CROSS ST.
CEDAR ST.
PACIFIC HIGHWAY
FRONT ST.
STRONG AVE.
CALAPOOYA ST.
STATE ST.
UMPQUA ST.
WILLAMETTE ST
UMATILLA ST.
Sutherlin
DEAR ST.
CENTRAL AVE.
1st AVE.
2nd AVE.
3rd AVE.
4th AVE.
5th AVE.
6th AVE.
ARCH ST.
SOUTH SIDE ROAD
VALLEYVIEW AVE.
EVERETT AVE.
GLEN AVE.
CREEK AVE.
Creek
JONES ST.
JOHN ST.
COUNTY RD.
To Nonpareil
COUNTY RD.
SUTHERLIN AVE.

No. 28

6-13-55

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Sutherlin is an incorporated city of the State of Oregon, and has a population of 2230, as given by the latest official census, and

WHEREAS, the following streets of said city, East Central Ave.,

NOTED

Form cc-50 (1953 Rev.)
Special City Allotment

Everett A ve., Umpqua St., and South State Street.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

East Central Ave. between Willamette and Umpqua Sts., Umpqua St. between East Central Ave. and Everett Ave., Everett A ve. between Umpqua St. and South State St., anddSouth State St. between Everett Ave. and Central A ve.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Sutherlin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Hugh McKinley as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 13th day of June, 1955.

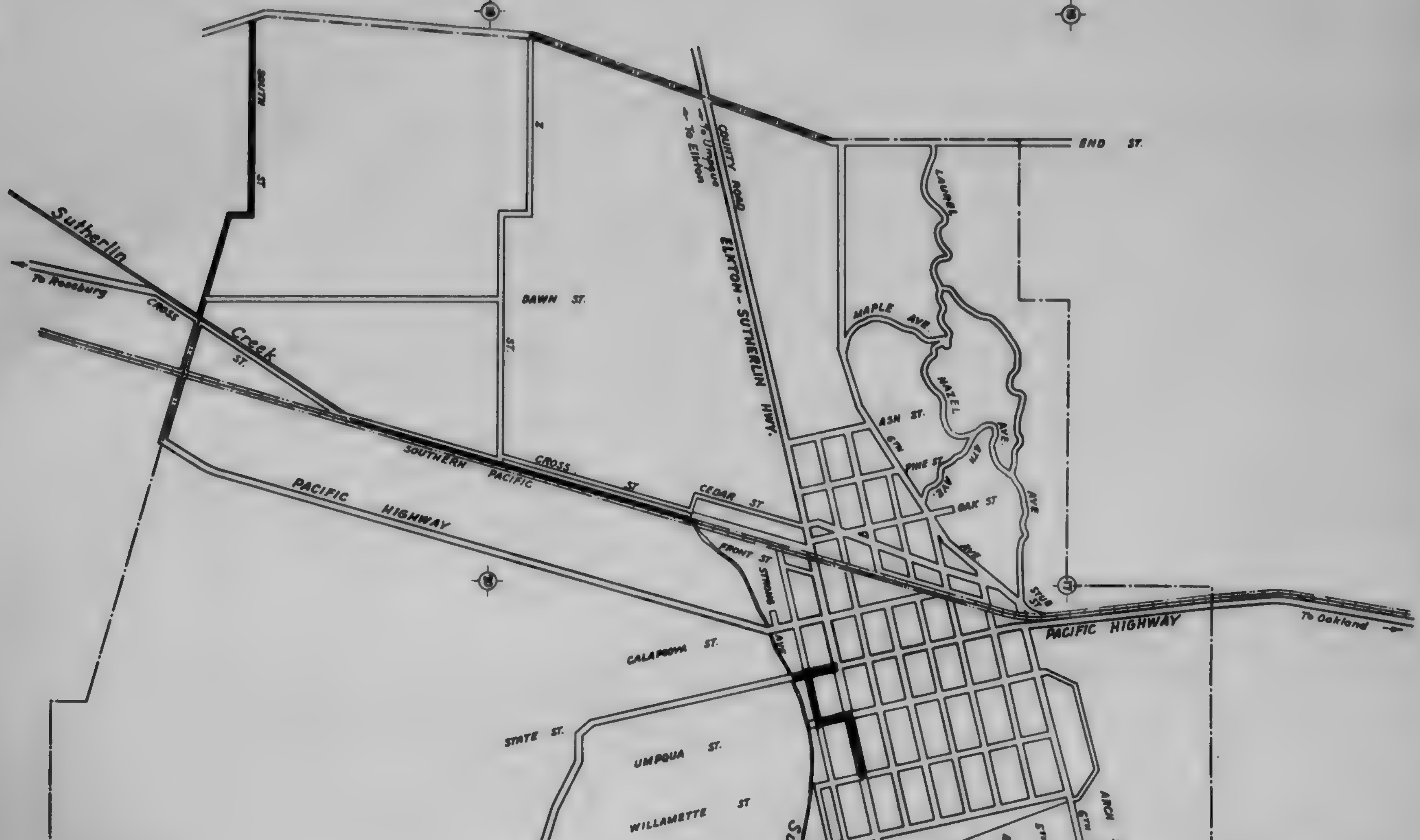
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sutherlin at a regular or special meeting of said Council, held on the 13th day of June, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 14th day of June, 1955.

Ida Lehman
City Recorder


SUTHERLIN
Scale in Feet
0
800
1600
2400
N
END ST.
SOUTH ST.
N ST.
DAWN ST.
COUNTY ROAD
← To Umpqua
← To Elkton
ELKTON - SUTHERLIN HWY.
LAUREL
MAPLE AVE.
HAZEL AVE.
ASH ST.
6TH
PINE ST.
6TH AVE.
AVE.
OAK ST.
AVE.
AVE.
STUB ST.
Sutherlin Creek
To Roseburg
CROSS ST.
SOUTHERN PACIFIC
CROSS ST.
CEDAR ST.
PACIFIC HIGHWAY
FRONT ST.
STRONG AVE.
PACIFIC HIGHWAY
To Oakland
CALAPOOYA ST.
STATE ST.
UMPQUA ST.
WILLAMETTE ST.
UMATILLA ST.
Sutherlin
DEAN ST.
CENTRAL AVE.
1ST AVE.
2ND AVE.
3RD AVE.
4TH AVE.
5TH AVE.
6TH AVE.
ARCH ST.
SOUTH SIDE ROAD
VALLEYVIEW AVE.
GLEN AVE.
EVERETT AVE.
CREEK
Creek
AVE.
JONES ST.
SUTHERLIN AVE.
JOHN ST.
COUNTY RD.
To Nonpareil →
COUNTY RD.
99

18-4217 Spencer Bridge Rail Replacement 196

4665

RECEIVED
JUL 15 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 11, 1957

(CONTRACT NO.) 18-4217	(EST. NO.)	(CONTRACTOR)
4665 4115	5-Final	A. E. Fitzgerald

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15293	H-185672	$ 2,873.25	7/11/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Oct. 31, 1956**

Time Extensions: **Jan. 1, 1957, April 30, 1957, and May 16, 1957, with engineering costs assessed after 10-31-56.**

Completion Date: **May 16, 1957**

Date Accepted: **June 27, 1957**

Penalties: **A time extension penalty was assessed.**

Claims: **None of record**

Remarks:

Date: **July 11, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 12 1957

Ruth Rawlings

RECEIVED
JUL 2 1957
FOR FILING

1-1217

July 1, 1957

Mr. A. E. Fitzgerald
329 Roger St.
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission at its meeting held on June 27 and 28, 1957 had under discussion your request for an extension of time from April 30, 1957 to June 1, 1957 within which to complete your contract No. 4665, for rail replacement on the Spencer Bridge Section of the Ashland-Klamath Falls Highway in Klamath County.

The Highway Commission granted an extension of time to May 16, 1957, the actual completion date of the project, with provision that engineering costs be assessed after October 31, 1956. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

CC: P. M. Stephenson
Dean Swift
Roy Morton

RECEIVED
JUL 1 1957
FOR FILING

July 1, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4665 for work performed on the Spencer Bridge Section of the Ashland-Klamath Falls Highway in Klamath County was completed by the contractor, A. E. Fitzgerald, on May 16, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $2,873.25 will be released to the contractor on or after July 11, 1957. The total contract amount is $17,995.79, of which amount $145.49 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

om

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
om

RECEIVED
JUN 19 1957
FOR FILING

[illegible]

4[illegible]

June [illegible], 1957

Request for Extension of Time
No. [illegible]
June 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Spencer Bridge Rail Replacement
on the Ashland-Klamath Falls Highway
Contract No. [illegible]

[illegible] Fitzgerald, contractor on the Spencer Bridge Rail Replacement on the Ashland-Klamath Falls Highway, has requested a third extension of time from April [illegible], 1957 to May [illegible], 19[illegible], the date of completion of all work.

The first extension of time to January 1, 195[illegible] was granted with the provision that engineering costs be assessed after October 31, 195[illegible]. A second extension of time was granted with the provision that engineering costs be assessed after October 31, 195[illegible]. It is recommended that this third extension of time be granted with the provision that engineering costs be assessed after October 31, 195[illegible].

This is a State project and does not require the concurrence of the Bureau of Public Roads.

This contract does not carry the liquidated damage provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS/mm
Attached

RECEIVED
MAR 12 1957
FOR FILING

18-4217

4665

March 11, 1957

Mr. A. E. FitzGerald
329 Roger Street
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission on March 1, 1957 had under discussion your request for an extension of time from January 1, 1957 to April 30, 1957 within which to complete your contract No. 4665, for rail replacement on the Spencer Bridge on the Ashland-Klamath Falls Highway in Klamath County.

The Highway Commission granted your request for an extension of time from January 1, 1957 to April 30, 1957, with the provision that engineering costs be assessed after October 31, 1956. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

Roy Norton,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 13 1957
FOR FILING

12-4-17

[illegible]

February 6, 1957

Request for extension of time
No. 7
February 20 and March 1 meeting

Oregon State Highway Commission

Gentlemen:

Re: Spencer Bridge Rail Replacement
Contract No. [illegible]

A. E. Fitzgerald, contractor on the Spencer Bridge Rail Replacement on the Ashland-Klamath Falls Highway in Klamath County, has requested a second extension of time from January 1, 1957, to April 30, 1957, in which to complete the project.

The work has been completed with exception of finishing the concrete surfaces. This work cannot be done until the arrival of warmer weather.

The first extension of time to January 1, 1957, was granted with the provision that engineering costs be assessed after October 31, 1956. It is recommended that this second extension of time be granted with the provision that engineering costs be assessed after October 31, 1956. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS/mm

Attached

Note: This contract does not carry the liquidated damage provisions.

RECEIVED
DEC 28 1956
FOR FILING

C 4217

4665

December 28, 1956

Mr. A. E. FitzGerald
320 Roger St.
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from October 31, 1956 to January 1, 1957 within which to complete your contract No. 4665, for rail replacement on the Spencer Bridge on the Ashland-Klamath Falls Highway in Klamath County.

The Highway Commission granted your request for an extension of time from October 31, 1956 to January 1, 1957, with the provision that engineering costs be assessed after October 31, 1956. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

Roy Norton,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 14 1956
FOR FILING

18-4217

4665
~~4663~~

December 14, 1956

Request for Extension of Time
No. 20
December 17 and 18, 1956 Meeting

Oregon State Highway Commission

Gentlemen:

Re: Spencer Bridge Rail Replacement
in Klamath County
Contract No. 4665

A. E. Fitzgerald, contractor on the Spencer Bridge Rail Replacement contract on the Ashland-Klamath Falls Highway in Klamath County, has requested an extension of time from October 31, 1956, to January 1, 1957.

The delay has been occasioned by the failure of the contractor to start the project promptly and to prosecute it in a satisfactory manner.

It is recommended that this extension be granted with the provision that engineering penalties be assessed after October 31, 1956. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

[illegible]/mm

Attached

RECEIVED
MAY 23 1956
FOR FILING

18-4217

4665

9

May 22, 1956

A. E. FitzGerald
329 Roger St.
Klamath Falls, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4665, which was awarded to you by the State Highway Commission on April 26, for rail replacement on the Spencer Bridge on the Ashland-Klamath Falls Highway in Klamath County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

18-4217
4665

April 30, 1956

Mr. A. E. Fitzgerald
329 Roger Street
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4665 for Spencer Bridge Rail Replacement on the Spencer Bridge over the Klamath River on the Ashland-Klamath Falls Highway in Klamath County.

This award was based on your bid of $18,154 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephensen

121-4226 Bridge Painting - Ojalla 1956
and Fuller Bridges.
4666

RECEIVED
OCT 18 1957
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 14, 1957

(CONTRACT NO.) 12-4226 (EST. NO.) (CONTRACTOR)

4666 4666 3 Final Tri-State Painting Company

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

23442 M194075 $ 2,223.00 10-14-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: Oct. 31, 1956, and June 5, 1957

Completion Date: June 5, 1957

Date Accepted: Aug. 8, 1957

Penalties: Engineering costs to be assessed after Oct. 31, 1956.

Claims: None of record.

Remarks:

Date: Oct. 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 15 1957
GC

NOTED ON CARD
em

RECEIVED
SEP 25 1957
FOR FILING

[illegible]

[illegible]

Sept. 25, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: Mr. G. M. Burnett

Gentlemen:

State Highway Contract No. 4666 for painting Siletz River Bridge on Siletz Highway in Lincoln County was completed by the contractor, Tri-State Painting Company, on June 5, 1957, and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $2,223.00 will be released to the contractor on or after October 5, 1957. The total contract amount is $11,400.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD
em

RECEIVED
AUG 12 1957
FOR FILING

[illegible]

[illegible]

August 12, 1957

Tri-State Painting Co.
3424 S. E. 174th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 8 had under discussion your request for a second extension of time, from Oct. 31, 1956 to June 15, 1957 within which to complete your Contract No. 4666, for painting the Siletz River Bridge on the Siletz Highway in Lincoln County.

The Highway Commission granted your request, with the provision that engineering costs be assessed after Oct. 31, 1956. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cn

cc: P. M. Stephenson
J. D. Walker
O. R. Kennen

RECEIVED
AUG 6 1957
FOR FILING

4666

August 5, 1957

Request for extension of time
No. 9
August 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Re: Ojalla and Fuller Bridge Painting
Contract No. 4666

Tri-State Painting Company, contractors for the painting of the Ojalla and Fuller Bridges over the Siletz River in Lincoln County on the Siletz Highway, have requested an extension of time from August 31, 1956 to June 15, 1957 in which to complete the contract.

The contract was awarded April 26, 1956, but the contractor did not start work until August 1, 1956 and worked only a small crew from the date of starting until inclement weather stopped work on October 25. Work was resumed on May 14, 1957 and completed on May 31, 1957.

As the contractor did not start work in sufficient time to complete the project by the specified completion date and only worked a small crew after he started work, it is recommended that this extension of time be granted subject to the usual penalty of engineering costs after the specified completion date.

This is a State project and does not require the concurrence of the Bureau of Public Roads.

This contract does not carry the liquidated damage provision.

Very truly yours,

W. C. Williams
State Highway Engineer

FHS/mm
Attached

RECEIVED
AUG 6 1957
FOR FILING

4446

August 5, 1957

Request for extension of time
No. 9
August 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Re: Ojalla and Fuller Bridge Painting
Contract No. 4446

Tri-State Painting Company, contractors for the painting of the Ojalla and Fuller Bridges over the Siletz River in Lincoln County on the Siletz Highway, have requested an extension of time from August 31, 1956 to June 1, 1957 in which to complete the contract.

The contract was awarded April 26, 1956, but the contractor did not start work until August 1, 1956 and worked only a small crew from the date of starting until inclement weather stopped work on October 22. Work was resumed on May 14, 1957 and completed on May 31, 1957.

As the contractor did not start work in sufficient time to complete the project by the specified completion date and only worked a small crew after he started work, it is recommended that this extension of time be granted subject to the usual penalty of engineering costs after the specified completion date.

This is a State project and does not require the concurrence of the Bureau of Public Roads.

This contract does not carry the liquidated damage provision.

Very truly yours,

W. C. Williams
State Highway Engineer

PHS/mm
Attached

FORM E-123 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 10 1956
FOR FILING

[illegible]

October 8, 1956

Tri-State Painting Company
3424 S. E. 174th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from August 31, 1956 to October 31, 1956 within which to complete your contract No. ~~4666,~~ for painting Siletz River Bridge on the Siletz Highway in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
SEP 11 1956
FOR FILING
121-4226

4666

September 11, 1956

Request for extension of time
No. 14
September 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Painting Siletz River
Bridges in Lincoln County
Contract No. 4666

Tri-State Painting Company, contractors on the structural steel painting on the Siletz River Bridges in Lincoln County, has requested an extension of time from August 31, 1956, to October 31, 1956, in which to complete the project.

The contractor was delayed in starting this project as he was unable to secure experienced and competent bridge painters. He now has a full crew and is making excellent progress.

As this delay has not inconvenienced the traveling public, nor has the State incurred additional engineering expense, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

PMG/mm
Attached

14

FORM 230—60M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1956

SUBJECT: Request for Extension of Time
Ojalla and Fuller Bridges

To: Mr. P. M. Stephenson
Bridge Engineer
Office

Herewith for your approval a Request for Extension of Time for the Ojalla and Fuller Creek Bridge Painting, Contract No. 4666, in Lincoln County.

Inasmuch as the delay in starting to paint these bridges has resulted in no loss to the State nor inconvenience to the traveling public, we are recommending that the extension of time be granted without penalty.

J. D. Walker
Division Engineer

By F. T. Lacey

F. T. Lacey
Division Office Engineer

FTL:AM

RECEIVED

RECEIVED
MAY 23 1956
FOR FILING

121 4926

4666

May 22, 1956

Tri-State Painting Company
3424 S. E. 174th Ave.
Portland, Oregon

Gentlemen:

We enclose herewith two copies of contracts for your files which were awarded to you by the State Highway Commission on April 26, as follows:

Contract No. 4666, for painting the Siletz River Bridge on the Siletz Highway in Lincoln County.

Contract No. 4669, for painting the Santiam River Bridge on the Pacific (99E) Highway in Marion and Linn Counties.

We are also sending copies of these contracts to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 30 1956
FOR FILING

12 [illegible]

4666

April 30, 1956

Tri-State Painting Co.
3424 S. E. 174th Ave.
Portland 66, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4666 for cleaning and painting all structural steel and metal handrail in the Ojalla and Fuller Bridges over the Siletz River on the Siletz Highway near the town of Siletz, in Lincoln County.

This award was based on your bid of $11,400.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

24-1007 Hayesville Interchange Unit, 1956
Landscaping
4667

RECEIVED
1957

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 28, 1957

24-1007 (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4667	5-Final	Knight Pearcy	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14565	H-184912	$ 1,220.11	6/28/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1956

Time Extensions: Jan. 15, 1957

Completion Date: Jan. 15, 1957

Date Accepted: Feb. 28, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: July 1, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 1 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUN 19 1957
FOR FILING

4/

June 19, 1957

CERTIFIED MAIL

Fidelity & Deposit Company
Robert B. Cumming, Mgr.
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4667, for work performed on the Hayesville Interchange Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County was completed by the contractor, Knight Pearcy, on Jan. 15, 1957 and was formally accepted by the Highway Commission on Feb. 28, 1957.

Final payment in the amount of $1,220.11 will be released to the contractor on or after June 29, 1957. The total contract amount is $15,008.51, and no force account work was performed on the project. Disregard our letter dated May 28, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

cc: Fidelity & Deposit Co.
Baltimore 3
Maryland

NOTED ON CARD
em

RECEIVED
MAY 29 1957
FOR FILING

[illegible]

4667

May 28, 1957

CERTIFIED MAIL

Fidelity & Deposit Co.
Robert B. Cumming, Mgr.
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4667 for work performed on the Hayesville Interchange Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County was completed by the contractor, Knight Pearcy, on Jan. 15, 1957 and was formally accepted by the Highway Commission on Feb. 28, 1957.

Final payment in the amount of $416.51 will be released to the contractor on or after June 7, 1957. The total contract amount is $14,204.91, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em

cc: Fidelity & Deposit Co.
Baltimore 3
Maryland

NOTED ON CARD

1

RECEIVED
MAR 12 1957
FOR FILING

24-1007

4667

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 11, 1957

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

The State Highway Commission on March 1 had under discussion your request for an extension of time from December 31, 1956 to January 15, 1957 within which to complete your contract No. 4667, for roadside improvement on Hayesville Interchange Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Glenn A. Starkey,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
FEB 15 1957
FOR FILING

4667

February 14, 1957

Oregon State Highway Commission

Request for extension of time
No. 14
February 28 and March 1 meeting

Gentlemen:

Herewith is a request from Knight Pearcy Company for an extension of time on the Hayesville Interchange roadside improvement, Contract No. 4667, from December 31, 1956 to January 15, 1957.

A sawdust shortage in this area prohibited the completion within the anticipated time. The overrun has caused no inconvenience or added expense, and I am recommending that the extension be granted without penalty. This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

Form E-1—10M—6-50

24-1007

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Hayesville Interchange Unit Willamette River-Hayesville
For Week Ending January 19, 19 57
Highway Portland-Salem Expressway (R.H.Baldock Freeway)
Kind of work Roadside Improvement
Section prefix 24-1007
Contractor Knight Pearcy
Contract number 4667
Date of contract April 26, 19 56
Date of completion December 31, 19 56
Date work started September 18, 19 56
Estimated date of completion January 15, 19 57
Project authorization $18,786.15
Exclusive of Engineering $17,450.25
Per cent of time elapsed 108 %
Estimated cost of completed project, exclusive of engineering $ 17,450.25
Estimated per cent overrun or underrun - %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $1,335.90
Engineering cost to date $ 775.00, 58 %
Date project was completed January 15, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor placed sawdust and cleaned up project this week.

This report submitted previously in error.
Contractor completed work January 15, 1957
This will be the last weekly report for this project.

1/25
Previous report for this date destroyed

N O T E D
FORREST COOPER

Noted
M. N. Juve

CONSTRUCTION DIVISION
RECEIVED
JAN [illegible] 1957
NOTED — CE AE ACE COE

Signed Glenn A. Starkey
Glenn A. Starkey, Resident Engineer
Address Rm 211, Lab. Bldg. Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Men 1

Supervision

Men and trucks under 3 tons 1

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 31 1956
FOR FILING

44-1019

4667

October 26, 1956

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Contract No. 4667
Hayesville Interchange Unit
R. H. Baldock Freeway
Roadside Improvement

Dear Sir:

Due to your stated inability to locate the quantity of kinnikinnick plants (arctostaphylos uva-ursi) called for in the subject contract you are authorized to substitute 1125 Lonicera japonica halliana for the 2250 kinnikinnick opposite Stations 1873 and 1874 on the northbound lane of the Freeway. The spacing will be as shown on the plans for this vine.

The substitution involves no change in the unit price as the vine is covered in the bid items of the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Asst. State Highway Engineer

cc Mr. Tom Edwards
Mr. J. D. Walker (2)
Mr. M. H. Astrup

Phone 4-4157

Salesyard and Nursery
on 99E (Portland Hiway)
1 Mile South of Brooks

KNIGHT PEARCY NURSERY

MAIL ADDRESS: P. O. BOX 12
SALEM, OREGON

10/25/56

Mr Mark Astrup
State hiway commission
Salem ore

Dear Sir :-

Relative to my contract 4687- Hayesville interchange roadside project. We have planted all the kinnikinnick ar as on the plans except one bank calling for 2250 plants. we have not been able to locate anywhere in the nursery trade plants enough to permit starting on this bank and are hereby asking for a substitution.

We do have between 5oo and 6oo plants left of our own growing and our job at Wilsongille calls for 6oo plants.Perhaps by slightly increasing the spread betw een plants these will do that job.The plants that are left are very good ones of our own growing.They are plants that have been outdoors all summer in large bands.

We will suggest that you compare these plants with those from Doty's thru the coming season.The Doty plants are nice but are direct from the green house and we are wondering how they will take the sudden trajsition from greenhouse conditions to dank, outdoor winter winter.We have some 4oo of our outdoor grown plants on one bank which will give a comparasion of the two types of material.

Yours truly

Knight Pearcy

RECEIVED
MAY 29 1956
FOR FILING

2 4-1007

4667

May 29, 1956

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4667, which was awarded to you by the State Highway Commission on April 26, for roadside improvement on the Hayesville Interchange Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

24-1007

4667

April 30, 1956

Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4667 for landscaping of the Hayesville Interchange Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway, about one mile north of Salem, in Marion County.

This award was based on your bid of $15,933.80, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

124-1008 Detroit Reservoir Guardrail 1956
Project
4668

124-1

October 9th, 1956

FINAL COST ANALYSIS

Detroit Reservoir Guard Rail Section Guard Rail
North Santiam Highway
Contract #4668
R & W Construction Co., Contractor
Prefix 124-1008
Arthur Duffy, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail	7,941	Lin. Ft.	$2.18	$2.14	$16,994.53	$17,311.38
Force Account (State's Share of Flagging)						313.71
					$16,994.53	$17,625.09

Gross Revenue	$17,625.09
Total Cost	16,994.53
Net Profit	$ 630.56

Net Profit Equals 3.5% of Gross Revenue

NOTED
FORREST COOPER

RECEIVED
OCT 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost

Labor:		
Labor	$2,722.71	
Labor Insurance	310.39	$ 3,033.10
Materials:		
Guard Rail & Wooden Post 7,941 Lin. Ft. at $1.47	$11,670.00	
Paint	240.00	11,910.00
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$1,035.30	
Gas, Oil & Grease	300.00	
Small Tools & Misc. Supplies	81.40	
P.L. & P.D. Insurance	34.03	
Bond	105.75	
Home Office & General Overhead	494.95	2,051.43
Total Cost		$16,994.53

Remarks:

This was a "State Project" calling for the construction of approximately 8,000 lineal feet of metal guard rail. The project was bid and awarded April 26th, 1956. Work started June 4th, 1956 and the project was completed July 7th, 1956.

On June 4th, 1956 the contractor moved in a crew of 3 men and a power auger mounted on flatbed truck and started digging post holes and setting guard rail. Later the crew was increased to five men. A small pile driver mounted on flatbed trucks was used in setting wooden posts.

Having good supervision and equipment, but due to low bid prices the contractor only realized a small profit from this project.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

A

124-1008
4668

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 17, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4668	3-Final	R & W Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17488	H-158604	$ 528.75	8/17/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: None

Completion Date: July 7, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 21 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 7 1956
FOR FILING

124-1008

4668

August 7, 1956

CERTIFIED MAIL

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4668 covering the Detroit Reservoir Guard Rail Project on the North Santiam Highway in Marion County was completed by the contractor, R & R Const. Co., on July 7 and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of $528.75 will be released to the contractor on or after August 17, 1956. The total contract amount is $17,625.09, of which amount $313.71 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hartford Accident & Indemnity Co.
C. A. Wagner Co., Agent
324 S. W. Stark
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 27 1956
FOR FILING
124-1068

4668

July 27, 1956

CERTIFIED MAIL

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to R & W Const. Co. on contract No. 4668, covering the Detroit Reservoir Guard Rail Project on the North Santiam Highway in Marion County. This payment, in the amount of $10,927.06, will be released to the contractor on or after August 6, 1956. The retained percentage is $528.75.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hartford Accident & Indemnity Co.
C. A. Wagner Co., Agent
324 S. W. Stark
Portland 4, Oregon

NOTED ON CARD

Form B-1—10M—1-56

O EGON STATE HIGHWAY DEPARTM NT

Field Engineer's Weekly Report

124-1008
4668

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 21, 1956

Section Detroit Reservoir Guard Rail Project

Kind of work Guard Rail

Highway North Santiam

Section prefix 124-1008

Contractor R & W Construction Co.

Contract number 4668

Date of contract April 26, 1956

Date of completion September 30, 1956

Date work started June 1, 1956

Estimated date of completion , 19

Project authorization $19,732.50

Exclusive of Engineering $18,329.30

Per cent of time elapsed 79/157 50 %

Estimated cost of completed project, exclusive of engineering $17,825.09

Estimated per cent ~~overrun~~ or underrun 2.65 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $1,403.20

Engineering cost to date $1,385.57, 99 %

Date project was completed July 7, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate was submitted Wednesday.

Final Report

RECEIVED
JUL 2 4 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO.

NOTED
FORREST COOPER

NOTED
L. H. Young

RECEIVED
JUL 2 4 1956
OFFICE OF
CONST

NOTED
R. D. ASBURRY

Signed Arthur Duffy
Arthur Duffy, Resident Engineer

Address Room 214, Lab Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 92073

Guard Rail

	~~GRADING~~	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	8,000 lin. ft.				
Total quantities corrected to date	7,941 " "				
Estimated quantities moved or placed to date	"				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUN 7 - 1956
FOR FILING

124-1008
4668

June 6, 1956

R & W Const. Co.
210 Auburn Avenue Bldg.
Auburn, Washington

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded by the State Highway Commission to you, as follows:

Contract No. 4668, covering the Detroit Reservoir Guard Rail Project on the North Santiam Highway in Marion County.

Contract No. 4688, for constructing guard rail on the Beaver Butte Creek and Butte Creek Sections of the Warm Springs Highway in Wasco County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 30 1956
FOR FILING

124-1068

4668

April 30, 1956

R & W Construction Co.
Suite 210, Auburn Ave. Bldg.
Auburn, Washington

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4668 for the Detroit Reservoir Guardrail Project on the North Santiam Highway, in Marion County.

This award was based on your bid of $17,460.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc:q Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
APR 4 - 1956
FOR FILING

124-1008

4668

Cross Referenced To:
Index
[illegible]
Hwy Dept.
Detroit Dam

April 3, 1956

6275

Mr. L. H. Wright, Secretary
North Santiam Chamber of Commerce
Stayton, Oregon

Dear Sir:

I have your letter in which you advise us as to the feeling of the North Santiam Chamber of Commerce that further sections of guardrail should be constructed on the North Santiam Highway bordering Detroit reservoir.

I am happy to be able to advise you that plans have been prepared and that bids will be received for a contract to install an additional 8,000 feet of metal guardrail at the next meeting of the Highway Commission, to be held on April 26th.

This rail is designed to protect the remaining hazardous sections along the reservoir and will, we believe, fulfill the need which you set forth in your letter.

With kindest personal regards, I remain

Very truly yours,

R. H. Baldock
State Highway Engineer

report pending

March 30, 1956

Mr. L. H. Wright, Secretary
North Santiam Chamber of Commerce
Stayton, Oregon

Dear Mr. Wright:

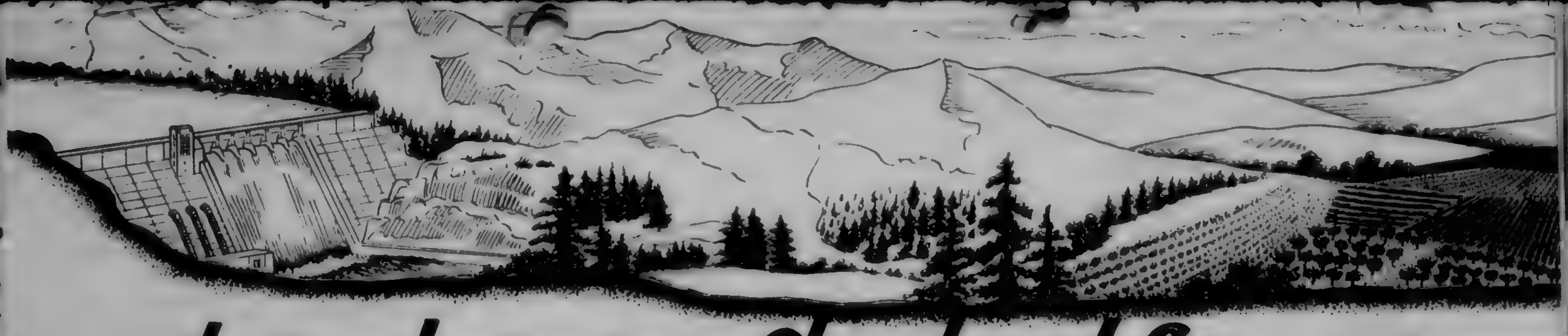
In your letter of March 28, 1956 you expressed the feeling of the members of the North Santiam Chamber of Commerce that guardrails should be constructed along Highway 22 around Detroit Lake as a safety and accident prevention measure.

I am referring your letter to the State Highway Engineer, Mr. R. H. Baldock, for report to the Highway Commission. When action has been taken in the matter you will be informed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Commissioners
R. H. Baldock



The North Santiam Chamber of Commerce

LINDSEY H. WRIGHT, SEC.
STAYTON, OREGON

March 28, 1956

State Highway Department,
Salem, Oregon

Gentlemen:

At a recent meeting of the North Santiam Chamber of Commerce the matter of a guard rail along Highway 22 around Detroit Lake was discussed.

It is very evident that guard rail is needed as a safety measure. A number of lives have been lost in recent months at the Lake by cars driving or skidding off the highway.

The public not familiar with the highway can easily get too close to the edge of the bank when the road is slick or when it is foggy.

We ask that you give this matter serious consideration and place it on the pregram for early consideration.

Yours truly,

NORTH SANTIAM CHAMBER OF COMMERCE
L. H. Wright
Secretary

LHW:r

RECEIVED
MAR [illegible]

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 11 1956
FOR FILING

Cross Referenced To:
Adm
[illegible]
War Dept
Detroit

January 10, 1956

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Your File: NPPKE

Dear Sir:

I thank you for the interest and concern expressed in your letter dated December 9 regarding the number of fatalities which have occurred during 1954 and 1955 on the North Santiam Highway in the vicinity of Detroit Dam. In my absence from the office during the month of December, Mr. Williams, Deputy State Highway Engineer, referred your letter to the field for further investigation. I now have a report at hand.

That section of the North Santiam Highway adjacent to the Detroit Dam and the lake created by the same was constructed by the Bureau of Public Roads with forest funds. As a part of the project, the Bureau installed 8,315 feet of guard fence, 90 per cent of which is west of Breitenbush River.

Since the Highway Department has taken over the maintenance of this section from the Bureau, we have installed an additional 8,814 feet of guardrail, all of which was west of Breitenbush River. In addition to the above, we have included funds in our 1956 budget for the construction of about 6,000 feet of standard guard fence. Further investigation indicates that we will probably extend the 1956 project to total 7,940 lineal feet at an estimated cost of $21,000, which, in my opinion, should provide adequate protection for any motorist who is in possession of all his faculties.

According to police reports, during the period from May 1953 to December 1955 there were five accidents, each of which resulted in one or more fatalities. Of the five accidents, three involved the drinking of intoxicating liquors, four involved drivers who were residents of the area and who should have been thoroughly familiar with local conditions. The five accidents resulted in the death of eight persons.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. E. A. Collier

WWS:er FBC hi

FORM 830—90M—4-54—74966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1955

SUBJECT: Assignment #6275-WCW
Guard Fence - Detroit Reservoir

To:

Mr. W. W. Stiffler
Assistant Highway Engineer

Office

Herewith is Assignment #6275 from Mr. Williams with letter from Colonel Graham, Report from Farrar, letter from Walker, and sketch map report from Al Head showing location of accidents.

You will note we have $16,000 set up in 1956 Minor Betterment budget for a mile of fence. However, Mr. Walker and Mr. Farrar want to place 8,000 feet this year at $21,150 and I concur in their recommendation.

This is large enough to get a fair price on a contract. After it is up we can judge better how much more is needed. Farrar shows good breakdown into groups based on hazard.

It should be noted that drinking by the driver was the cause in four fatal accidents out of five, and not lack of fence.

E. A. Collier

E. A. Collier
Maintenance Engineer

EAC:ib
Enc.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

FORM 530—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1955

SUBJECT: Assignment #6275 - WCW

To: Mr. E. A. Collier
Maintenance Engineer
Office

I hand you herewith a copy of a report from F. W. Farrar, which was prepared to furnish data to answer the letter of Colonel Jackson Graham, District Engineer of the Corps of Engineers. I believe Mr. Farrar's report contains all information needed to answer the inquiry.

As you know, we are instructed to prepare plans for contracting 5,227 feet of guard rail, estimated to cost $16,000, on the North Santiam in the Detroit Reservoir area. We find, however, that to cover the most hazardous sections which involve open water and steep banks, approximately 8,000 feet will be required, which would cost $21,150.

Will you please advise as to whether we should confine the project to the $16,000 set up or is it the intention to cover the most critical points as we contemplated in the 8,000 feet.

I would point out again that the 8,000 feet covers only critical points and that in the future it is likely that further installations will be desirable. You will note that Mr. Farrar has brought this out in his report.

JDWalker
J. D. Walker
Division Engineer

JDW:AM

NOTED
W. W. STIFFLER

FORM E-20X---50,000---10-54---79464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 21, 1955

SUBJECT: Assignment # 6275 - WCW
Guard Fence Along Detroit
Reservoir

To: Mr. J. D. Walker
Division Engineer
OFFICE

The U.S.B.P.R. installed a total of 8,315 feet of guard fence on the Detroit Reservoir section of the North Santiam Highway from Big Cliff Dam to Dry Creek. Of this, all but 1,350 feet is west of the Breitenbush River bridge. There are two sections east of the Breitenbush River, one 535 feet long just east of the bridge, and the other 815 feet long, on a high fill at station 55, one mile east of Dry Creek.

The state has built 8,418 feet of guard rail, all in 1954, and all west of the Breitenbush River. This fence was built by contract.

The 1956 Minor Betterment project has just been staked by a survey crew. 7941 feet has been staked, estimated to cost $20,994, including engineering. It is strongly recommended that the $5,000 of cost over and above the original authorization, be allowed from the "Reserve For Miscellaneous Projects to be Selected" to permit the most dangerous spots to be fenced.

To complete fencing this section, the nature of the need of fence can be broken down into three urgencies. First is a total of 5,750 feet which would cover the most dangerous spots now unfenced or not planned for. Second is a total of 11,000 feet which would guard places not overly hazardous, but which might seem so to the more timorous. Third is a total of 2,800 feet which is not greater in hazard than most mountain road, but which has fills above 15 feet in height, and could possibly be considered as needing guard fence under extreme traffic conditions. This is a total of 19,550 feet needed to guard this entire project, over and above that already built or planned. This 19,550 lineal feet would cost about $50,000 including engineering.

I have checked with the foreman at Detroit, Mr. Davidson, as to his information on the various accidents resulting in fatalities. Two of these accidents occurred before he took over there, but I have some information concerning these. I will list the accidents and circumstances chronologically.

The first accident in the reservoir area happened in May of 1953. The location was at M.P. 43.5, just east of the place where we are getting a very large settlement everytime the lake level changes. This accident occurred at night, to a local resident. The car failed to negotiate a 10° outside curve and went over the bank about 150 feet, but not into the lake. Drinking was involved. One death. Guard rail has since been built where the car ran off.

The second occurred in April of 1954 near the entrance to the Detroit Dam power house, at M.P. 38.7. The accident was at about 5:00 P.M., and was apparently caused when the car swerved to avoid a rock on the road. One death. Guard fence is now planned for the place where the car went over. Driver's condition unknown.

The third occurred in February of 1955, at M.P. 37.45, just east of Sardine Creek. It was approximately 8:00 P.M., mixed snow and rain, highway bare. Driver headed east after session at Chuck's Cafe. Rounded curve, kept right on curving across straightaway and over edge into lake. No skid marks or sign of braking. Liquor involved. Jerry Myers, alone in car. One death.

The fourth occurred on June 18, 1955 at approximately M.P. 42, at Windy Point. It was at about 11:00 P.M. Driver of car last seen at 4
Silver Saddle Tavern in Mill City at 10:00 P.M. Highway dry. Did not make curve, struck end of guard rail, crumpling one panel, and went over high bank into lake. James Jennings, driver. Four deaths. Liquor involved.

The fifth occurred on November 5, 1955, at M.P. 40.3, Whitman Creek. It was at about 10:00 P.M., since the driver was refused more drinks at the Lake Cafe at Detroit at about 9:00 P.M. Car traveling west. Tracks showed he wandered onto the right hand shoulder, then swerved suddenly to the left and crossed roadway and 12 foot shoulder at about a 45° angle, and went over fill edge into lake. This was on an inside curve, to his left. Driver James Adams, alone. One death. Liquor involved.

F W Farrar

F.W. Farrar
Dist. Maint. Supt.

FORM E30—50M—2-55—62996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 19, 1955
Salem, Oregon

SUBJECT: Spot Map
North Santiam Hwy. #162,
M.P. 36.86 to M.P. 46.80
Marion County

To: J. Al Head
Assistant Traffic Engineer
Office

Submitted herewith is the requested spot map for that section of the North Santiam Highway between the Big Cliff Dam, M.P. 36.86, and the Breitenbush River, M.P. 46.80, covering the period January 1, 1953 to October 31, 1955.

In this period there were a total of 23 accidents; 4 fatal, 3 non-fatal, and 16 property damage. In the 4 fatal accidents, there were 7 persons killed and 5 injured. In the 3 non-fatal accidents, there were 7 injured.

In marking the accidents on the spot map red has been used to indicate fatal accidents, green to indicate non-fatal accidents, and brown to indicate accidents in which there was only property damage.

From our available information it would not be possible to determine how much the severity rate could have been cut down by the installation of additional guard rails.

Nov. 6 - MP 39.9
Westbound - Drunk
ran-off Rdwy.
12 midnight

Bill Stark

Bill Stark
Accident Analysis Engineer

BS:jb
Attachment

MR. COLLIER

Only 4 accidents, (the Fatals) would have been helped by Guard rail –
Guardrail would do much for the drivers "peace-of-mind" and would be recommended by us –
Al Head
12/29/55

FORM E30—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1955

SUBJECT: Assignment #6275-WCW

To:

Mr. J. D. Walker
Division Engineer

Office

Herewith is copy of letter from Colonel Jackson Graham, U. S. Army Engineers, about accidents near Detroit Dam.

Please advise length of guard rail installed by B.P.R. in Contract and length of guard fence built by State in each of the past three years. I note we have 5227 feet in Minor Betterment for 1956. Also advise the length required to complete the guard rail from below Big Eddy to Breitenbush and give estimated cost.

I have felt there was an extra danger along this section because people are so interested in the dam, lake, boats and fishermen. However, the fatal accidents have all occurred at night, as I remember. Is this correct?

I will ask Crandall for reports on these six highway accidents but I wish you would have Farrar assemble what information he and our crew has on these accidents. Also let me have Farrar's and your recommendations on how much, if any, additional fence should be placed.

Mr. Baldock will want to reply to the Colonel within ten days.

E. A. Collier
Maintenance Engineer

EAC:ib
Enc.

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKE

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

December 9, 1955

REFER TO FILE

NO.

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Baldock:

I am increasingly concerned over the very great number of motor vehicle accidents and resulting personal injuries and deaths that continue to occur on Oregon State Highway 22 in the vicinity of Detroit Dam. During the calendar year 1954 and to date in 1955 six separate highway accidents in the vicinity of Detroit Dam have been reported to this office. These accidents have resulted in five personal injuries and seven deaths and property damage that perhaps exceeds $75,000. The sorrow and loss to remaining members of the families concerned in the cases of fatalities is of course incalculable.

From the information available to me it appears every accident except one has occurred at locations where no guard rails have been provided. In the excepted instance the vehicle came in contact with the end of the guard rail and rolled over into the reservoir, resulting in four deaths. Had a continuous guard rail been provided the vehicle might not have rolled into the reservoir and the deaths might not have resulted.

Exceptionally steep banks along the highway from west of Big Cliff Dam and continuing eastward to the Breitenbush river bridge create a very dangerous condition. Any motor vehicle accidents in this area, and particularly those occurring east of Detroit Dam, are likely to result in fatalities. It may be that the entire length of highway from below Big Cliff Dam to Breitenbush river bridge will be found to warrant exceptionally heavy and even double height guard railing.

I appreciate, as you do, that the matter of safety on the highway in question is not a primary responsibility of this office. However, since its location is directly related to the

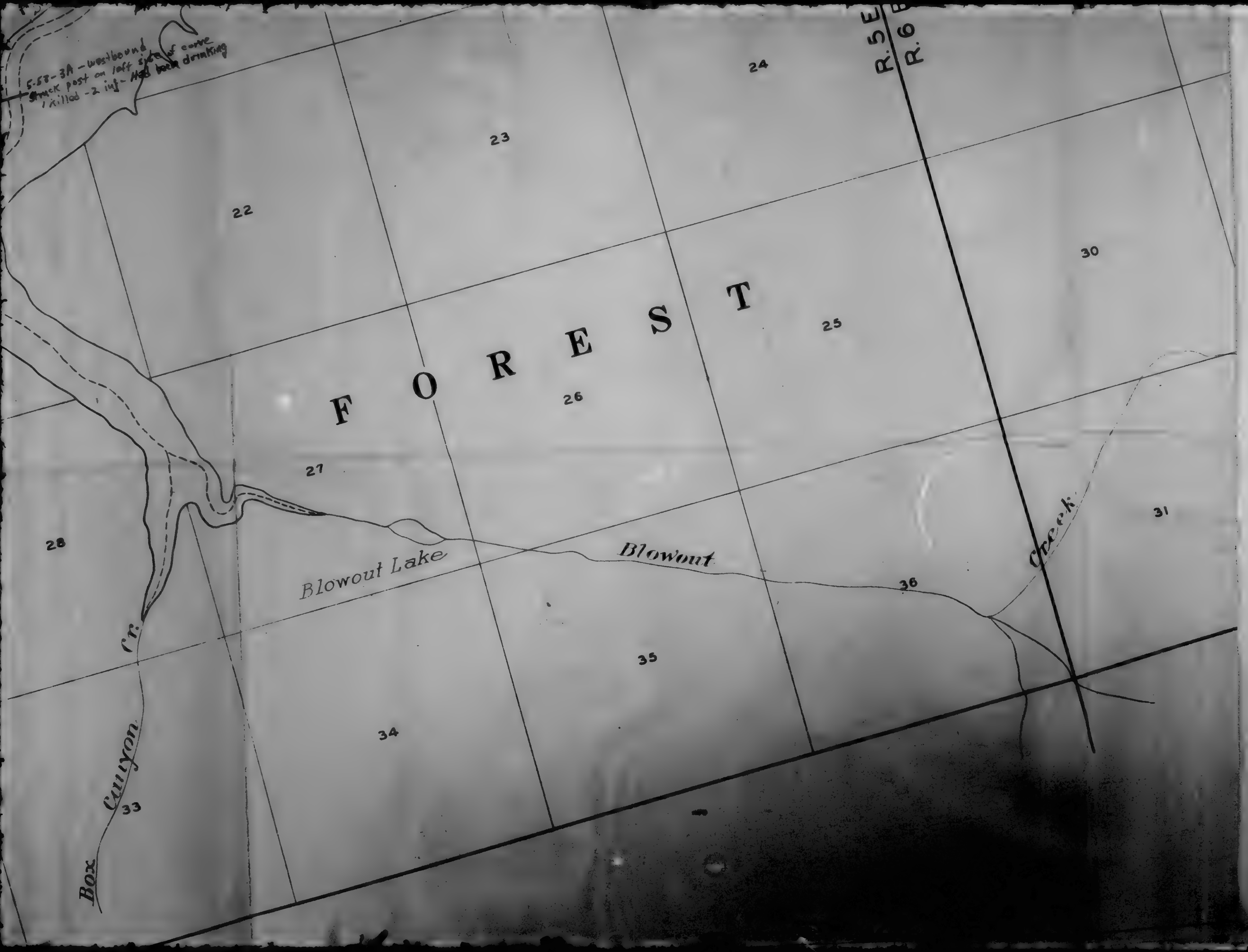
NOTED
E. A. COLLIER

construction of Detroit Dam and since we are operating a project in close association with the highway I have a personal interest in the safety hazards. I would appreciate your comments as to whether there are any prospects for improvement of the situation from a safety point of view.

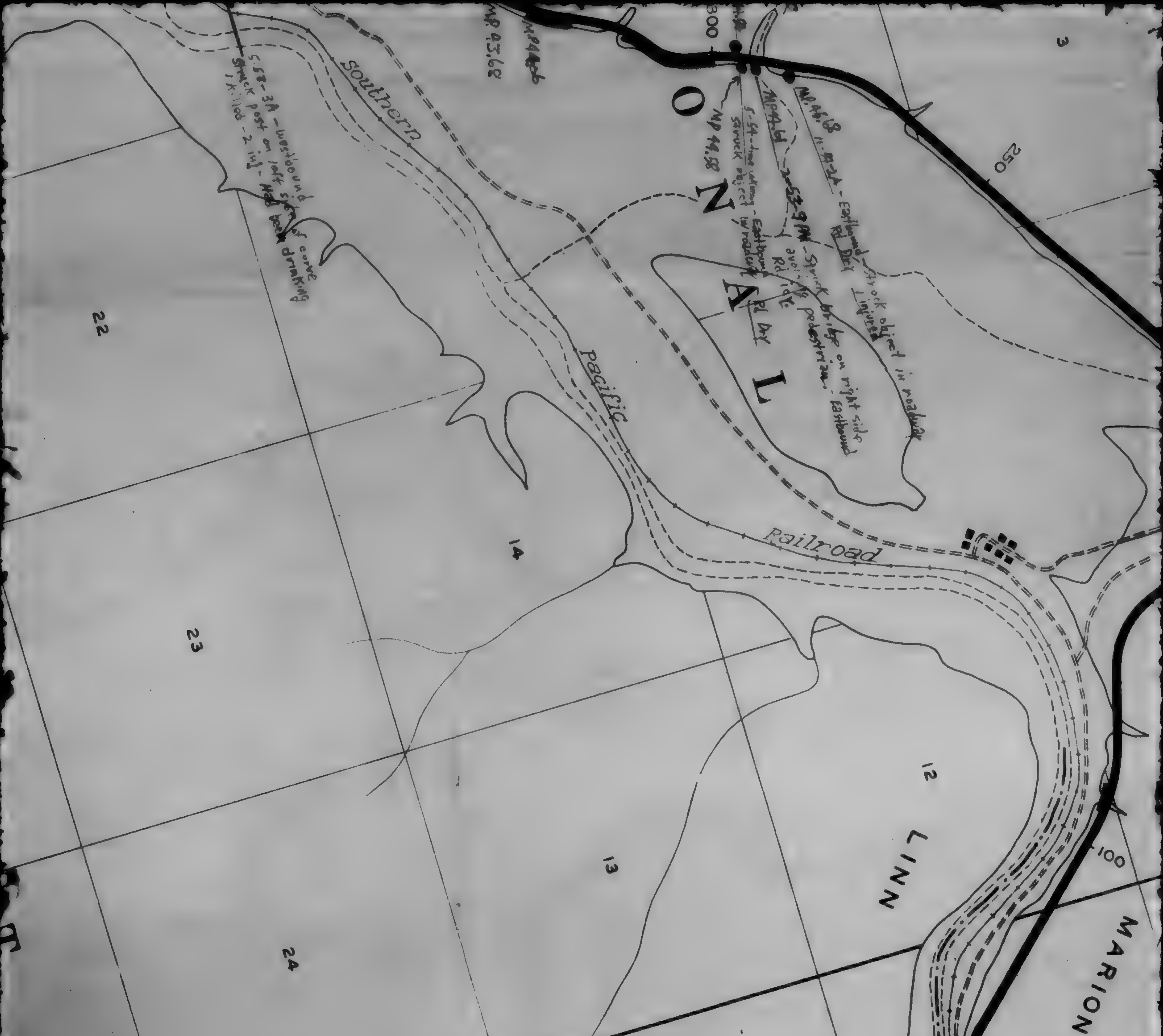
Very truly yours,

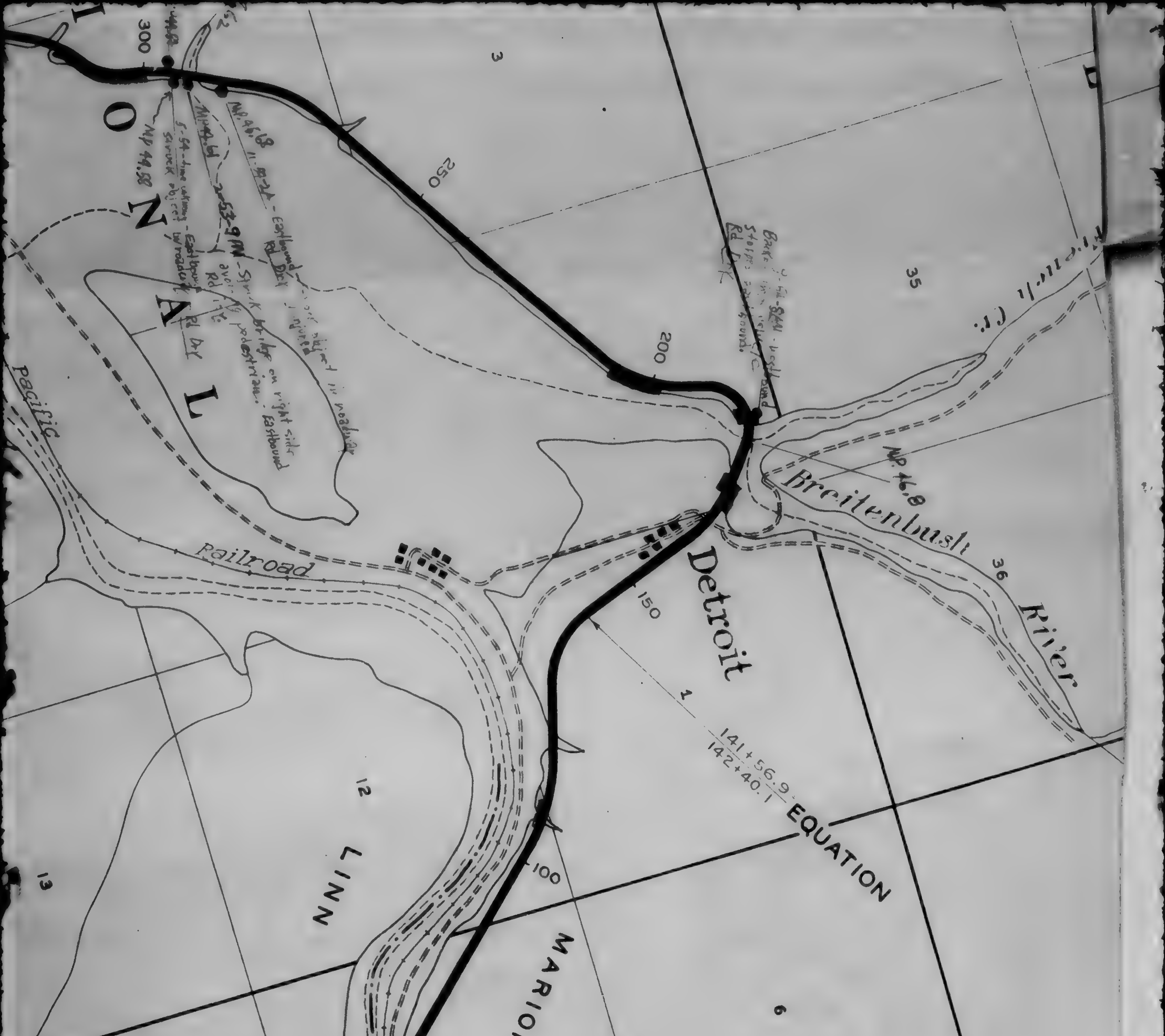
JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

RECEIVED
DEC 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

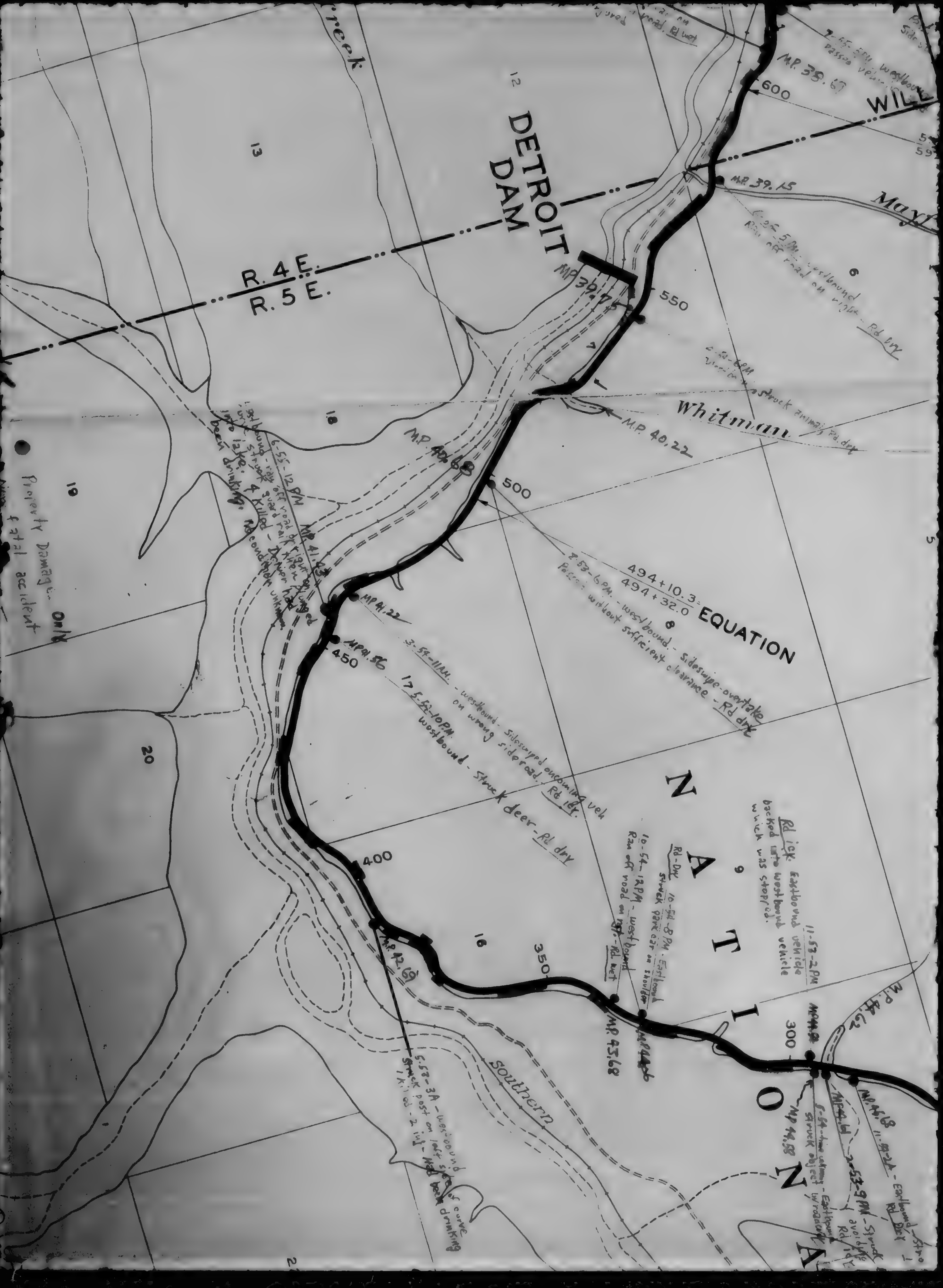


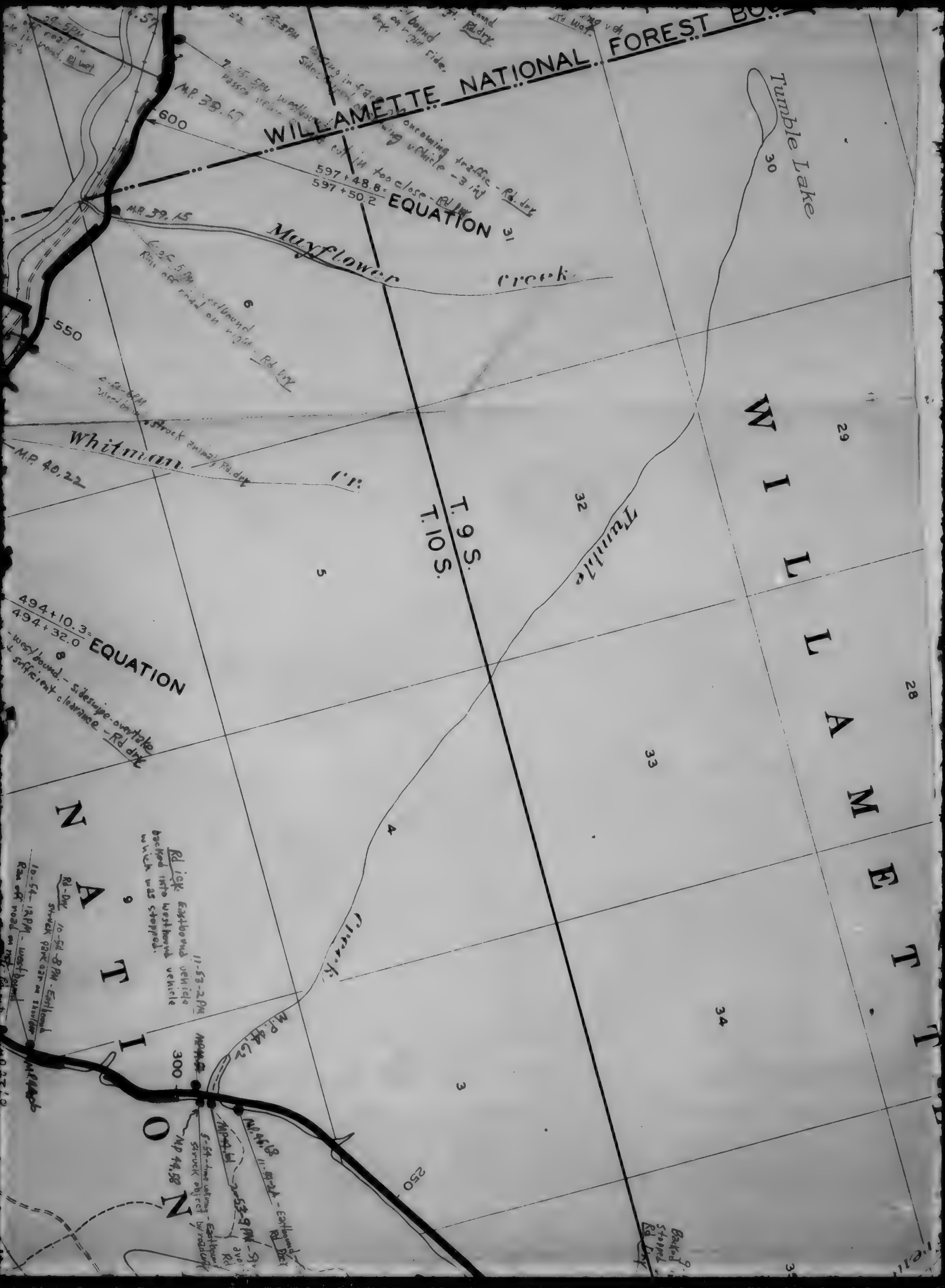
5-58-3A - westbound
Struck post on left side of curve
1 killed - 2 inj - Had been drinking

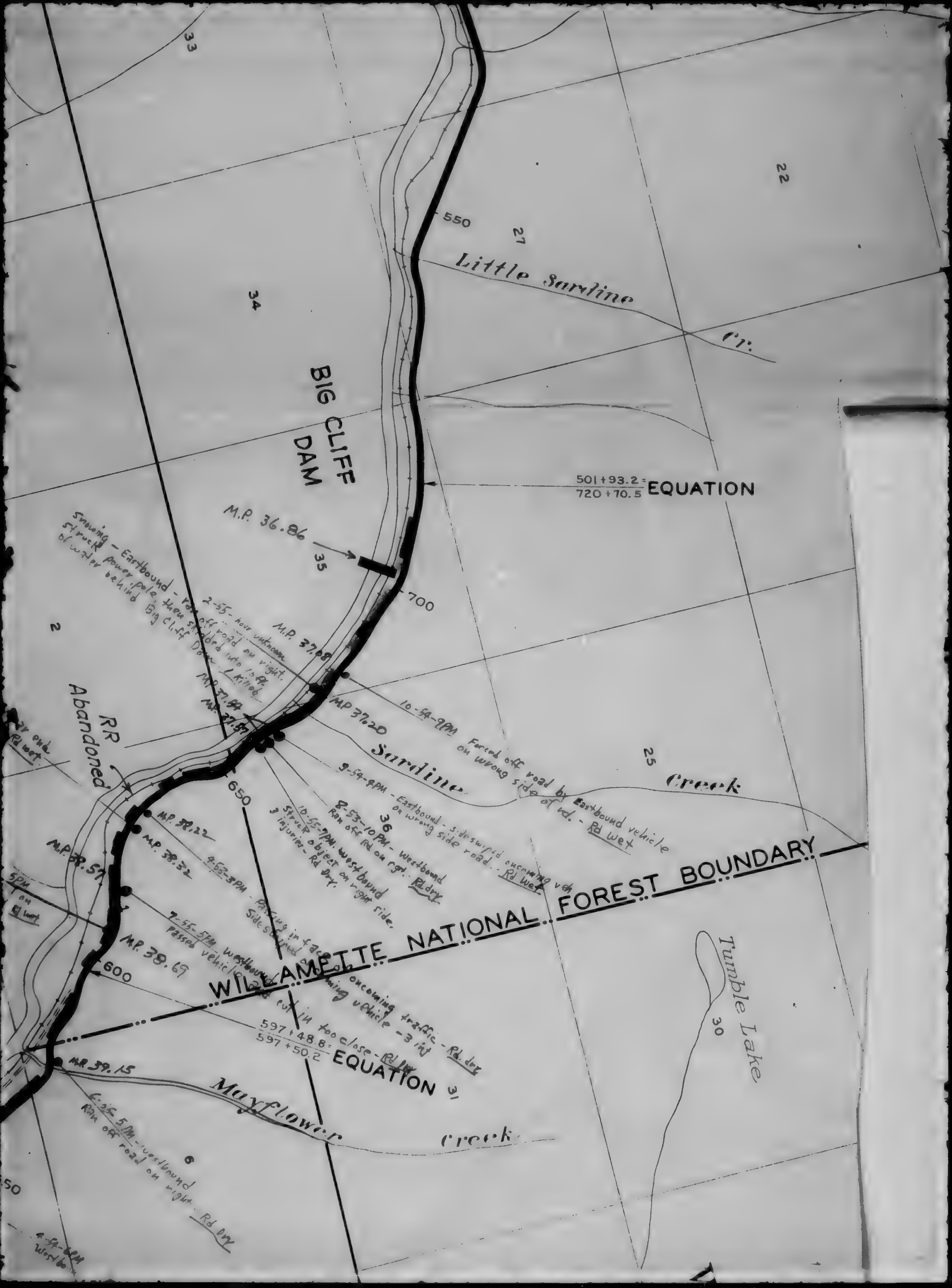

MP 43.68
MP 44.06
300
MP 44.58
MP 44.64
MP 44.68
5-58-3A — Westbound side of curve
Struck post on left side
1 Killed - 2 inj. - Had been drinking
5-54-time unknown - Eastbound
Struck object in roadway
Rd Dry
2-53-9PM - Struck bridge on right side
avoiding pedestrian. - Eastbound
Rd icy
11-49-1A - Eastbound - Struck object in roadway
Rd Dry
1 injured
O N A L
Southern
Pacific
Railroad
3
250
22
14
23
12
13
24
LINN
COUNTY
MARION
COUNTY
100
50
7
R. 5 E.
R. 6 E.
18
19
30
Dry
Cr
0+00 =
156+60.0 EQUA
8
17

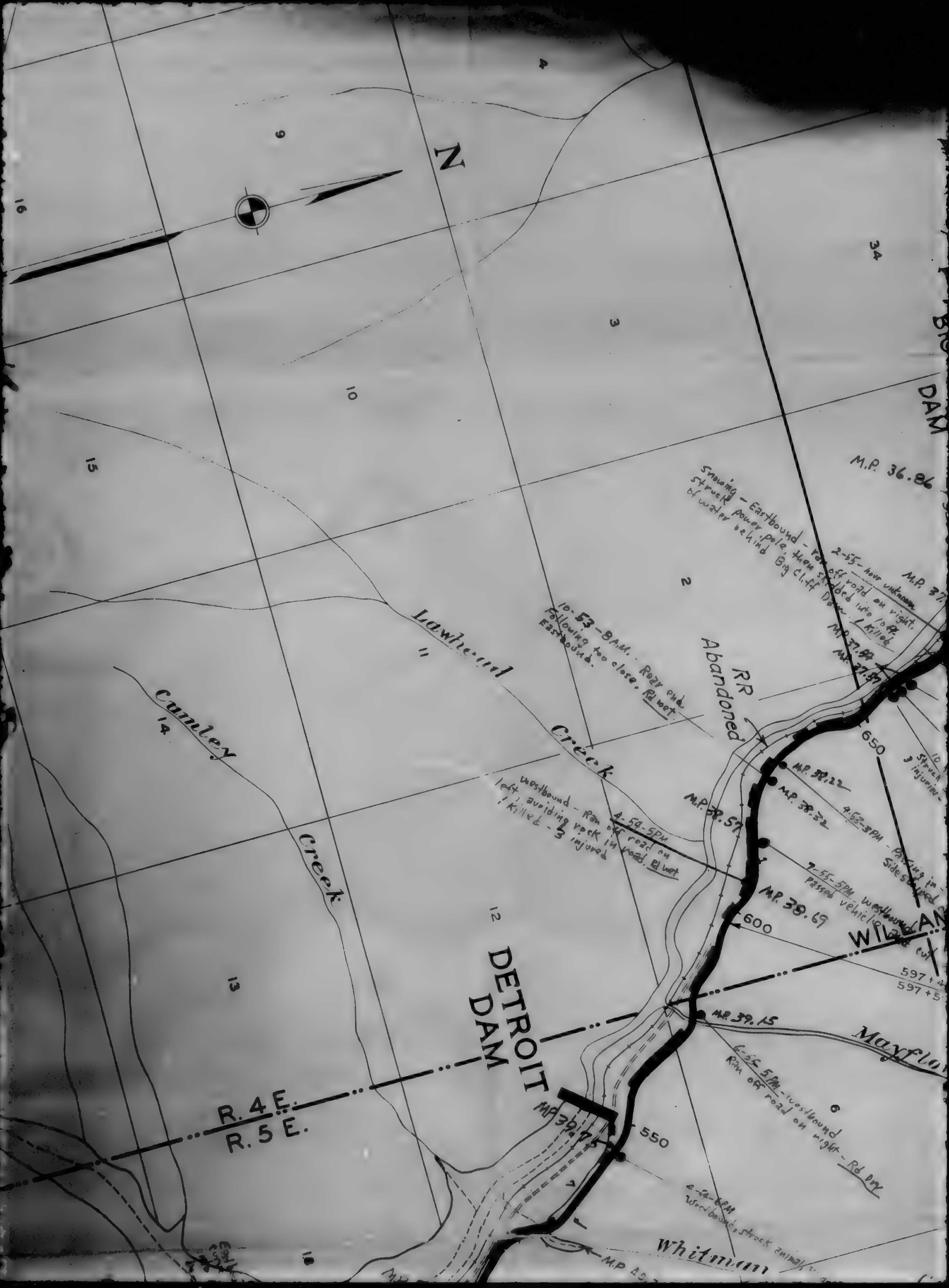


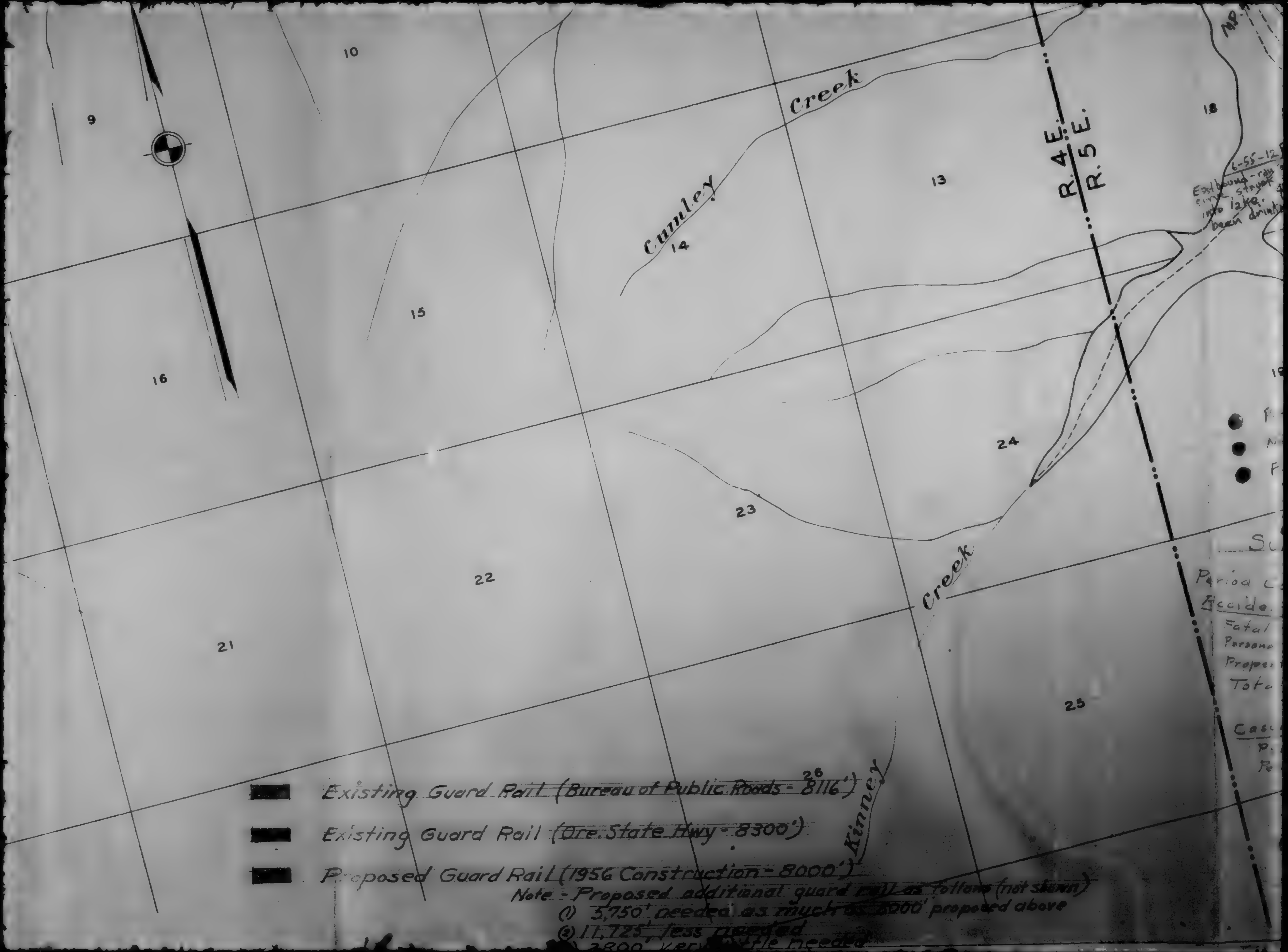
O N A L
300
250
200
150
100
50
3
35
36
12
13
18
6
7
5
8
17
MP 46.68 11-19-74 - Eastbound Rd Dry
object in roadway
MP 45.64 2-53 - 9 AM - Struck bridge on right side avoid pedestrian. Eastbound Rd Dry
MP 44.88 5-54 - time unknown - Eastbound Struck object in roadway Rd Dry
52
MP 46.8
Rd Dry
Bound
Pacific
Railroad
Detroit
Breitenbush
River
Creek
LINN COUNTY
MARION COUNTY
141+56.9
142+40.1
EQUATION
Dry Creek
0+00
156+60.0
EQUATION

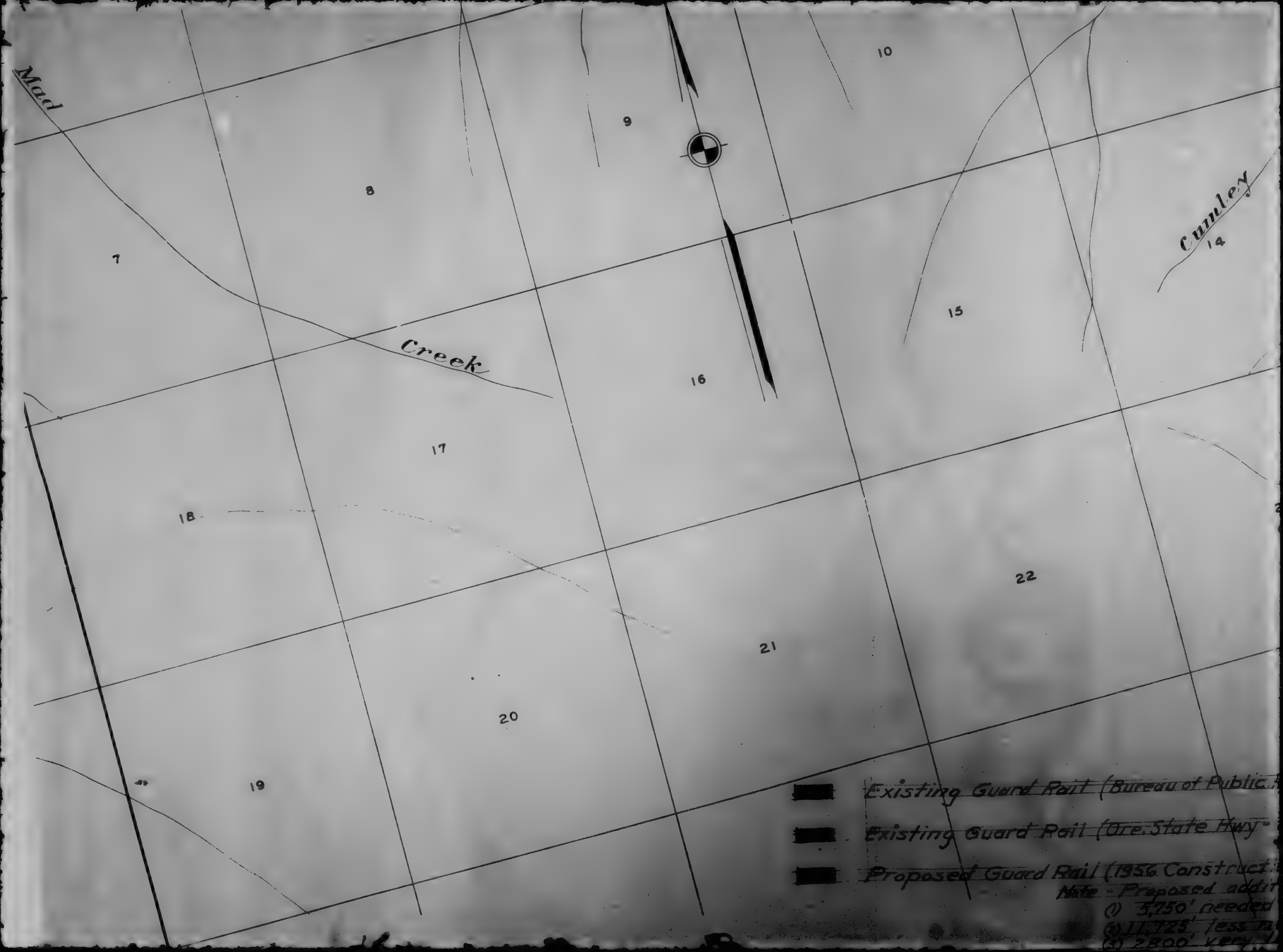
DETROIT DAM
R. 4 E.
R. 5 E.
WILL
Mayf
Whitman
Southern
creek
NATIONA
EQUATION
494+10.3=
494+32.0
12
13
18
19
20
6
7
8
9
16
5
2
600
550
500
450
400
350
300
M.P. 39.67
M.P. 39.15
M.P. 39.75
M.P. 40.22
M.P. 40.68
M.P. 41.03
M.P. 41.22
M.P. 41.56
M.P. 42.69
M.P. 43.68
M.P. 44.06
M.P. 44.2
M.P. 44.58
M.P. 44.61
M.P. 44.68
M.P. 44.62
7-55-5PM westbound passed vehicle
5-55-5PM - Eastbound Ran off road on right - Rd dry
6-54-6PM Westbound struck animal, Rd. dry
Eastbound - ran off road on right on curve, struck guard rail & plunged into lake. 4 killed - Driver had been drinking. Rd condition unknown.
6-55-12PM
8-53-6PM. - westbound. - Sideswipe-overtake Passing without sufficient clearance - Rd dry
3-54-11AM. - westbound - Sideswiped oncoming veh on wrong side road. Rd icy.
17 5-54-10PM westbound - Struck deer - Rd dry
11-53-2PM Rd icy. Eastbound vehicle backed into westbound vehicle which was stopped.
10-54-8PM. Eastbound Rd-Dry struck park car on shoulder
10-54-12PM - westbound Ran off road on right - Rd. wet
5-53-3A - westbound Struck post on left side of curve 1 Kild 2 inj - Had been drinking
6-54-time unknown - Eastbound struck object in roadway
2-53-9PM - Struck avoiding Rd icy
11-53-2A - Eastbound Rd Dry
Eastbound - Stru
Property Damage Only
fatal accident


WILLAMETTE NATIONAL FOREST BOU
Tumble Lake
597 + 48.8 =
597 + 50.2 EQUATION
600
M.P. 39.67
M.P. 39.15
7-55-5PM westbound
passed vehicle
cut in too close - Rd dry
oncoming traffic - Rd. dry
vehicle - 3 inj
on right side.
Rd dry
Rd wet
off road on
road. Rd wet
Mayflower Creek
31
30
6
6-55-5PM westbound
Ran off road on right - Rd dry
550
Struck animal, Rd. dry
Whitman Cr.
M.P. 40.22
29
32
Tumble
5
T. 9 S.
T. 10 S.
W I L L A M E T T
494 + 10.3 =
494 + 32.0 EQUATION
8
westbound - sideswipe - overtake
sufficient clearance - Rd dry
28
33
N A T I O N
4
Creek
Rd ick Eastbound vehicle
backed into westbound vehicle
which was stopped.
11-53-2PM
9
Rd-Dry 10-54-8PM - Eastbound
struck park car on shoulder
10-54-12PM - westbound
Ran off road on right
300
M.P. 44.62
M.P. 44.58
M.P. 44.68
11-53-2A - Eastbound
Rd Dry
2-53-9PM
5-54 - time unknown - Eastbound
struck object w/ roadway
Rd
34
3
250
Rd Dry


33
22
550
27
Little Sardine Cr.
34
BIG CLIFF DAM
501 + 93.2 = / 720 + 70.5 EQUATION
M.P. 36.86
35
700
Snowing - Eastbound - ran off road on right. Struck power pole, then skidded into 10 ft. of water behind Big Cliff Dam. 2-55 - hour unknown. 1 Killed.
M.P. 37.08
M.P. 37.44
M.P. 37.57
MP 37.20
2
RR Abandoned
10-54-9PM Forced off road by Eastbound vehicle on wrong side of rd. - Rd wet
Sardine Creek
25
9-54-9PM - Eastbound - sideswiped oncoming veh on wrong side road. - Rd wet
8-53-10PM - Westbound Ran off Rd on rgt. - Rd dry
10-55-9PM. westbound Struck object on right side. 3 injuries - Rd dry.
36
650
M.P. 38.22
M.P. 38.32
M.P. 38.51
4-53-3PM - Passing in face of oncoming traffic - Side swiped oncoming vehicle - 3 inj - Rd. dry
7-55-5PM - westbound passed vehicle & cut in too close - Rd dry
M.P. 38.69
600
WILLAMETTE NATIONAL FOREST BOUNDARY
Tumble Lake
30
597 + 48.8 = / 597 + 50.2 EQUATION
31
M.P. 39.15
Mayflower Creek
6-25-5PM - westbound Ran off road on right - Rd dry
6
50
4-54-6PM Westbo
5PM
on
Rd wet
on
Rd wet.


N
9
16
34
3
10
15
2
11
14
12
13
6
7
BIG
DAM
Lawhead
Creek
Cumley
Creek
RR
Abandoned
M.P. 36.86
M.P. 37.
Snowing - Eastbound - ran off road on right, struck power pole, then skidded into 10 ft. of water behind Big Cliff Dam. 1 Killed
2-55 - hour unknown
M.P. 37.44
M.P. 37.57
10-53 - 8 A.M. - Rear end Following too close. Rd wet. Eastbound.
650
M.P. 38.22
M.P. 38.32
M.P. 38.57
4-53-5PM - Passing in - Sideswiped
Struck
3 injuries -
Westbound - Ran off road on left, avoiding rock in road. Rd wet
4-54-5PM
1 Killed - 3 injured
7-55-5PM westbound passed vehicle
M.P. 38.69
600
WILLAM
cut
597+4
597+5
DETROIT
DAM
M.P. 39.15
Mayflo
R. 4 E.
R. 5 E.
M.P. 39.75
550
6-55 5PM - westbound Ran off road on right - Rd Dry
4-54-6PM Westbound, struck animal
Whitman
M.P. 40.


9
10
16
15
14
13
18
21
22
23
24
25
26
Cumley
Creek
Kinney
Creek
R. 4 E.
R. 5 E.
6-55-12
Eastbound - ran
curve, struck
into lake.
been drink
Su
Period c
Accide.
Fatal
Persona
Proper
Tota
Casu
P.
Pe
Existing Guard Rail (Bureau of Public Roads - 8116')
Existing Guard Rail (Ore. State Hwy - 8300')
Proposed Guard Rail (1956 Construction - 8000')
Note - Proposed additional guard rail as follows (not shown)
(1) 5,750' needed as much as 8000' proposed above
(2) 11,725', less needed
3800' very little needed

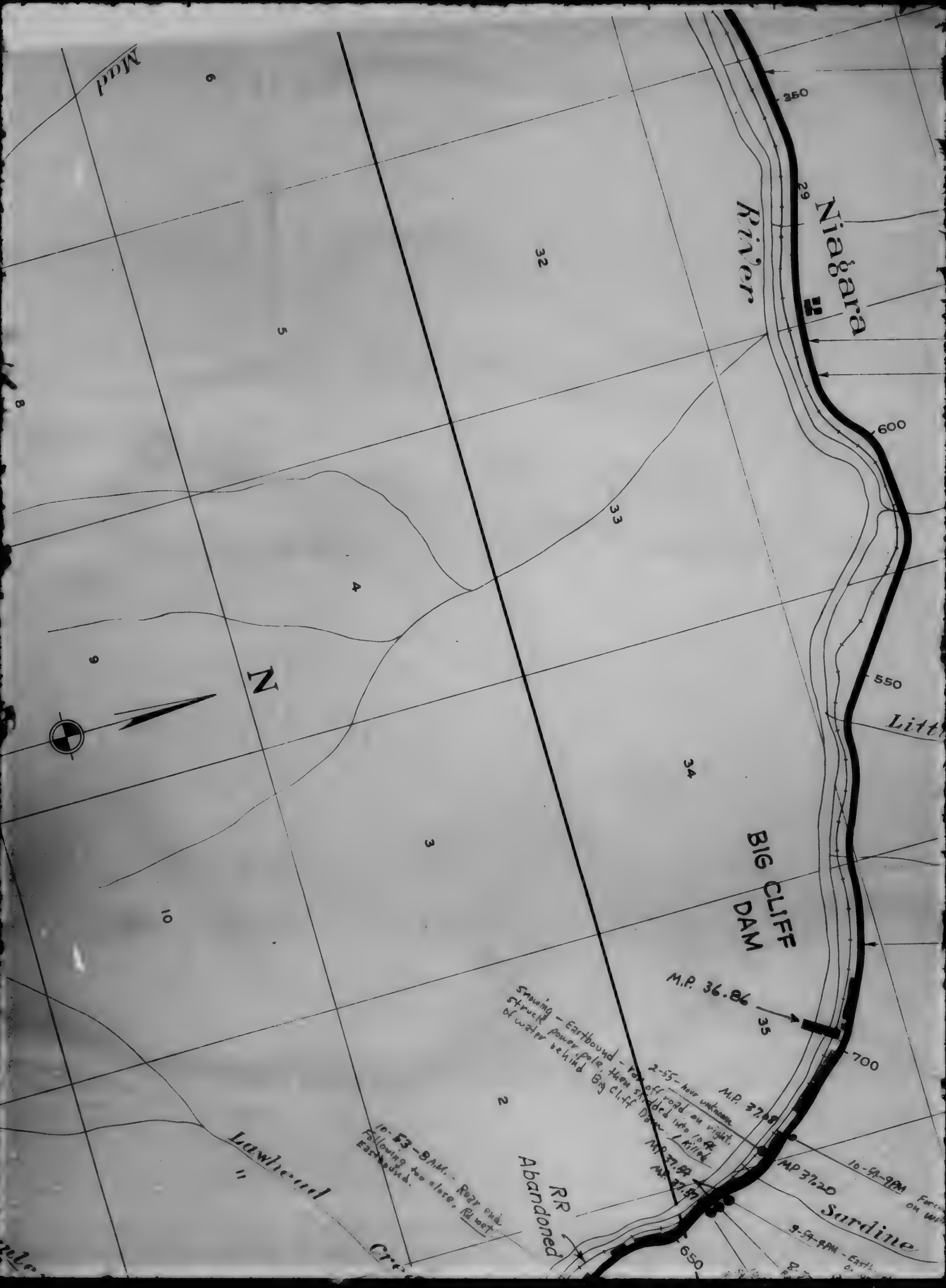


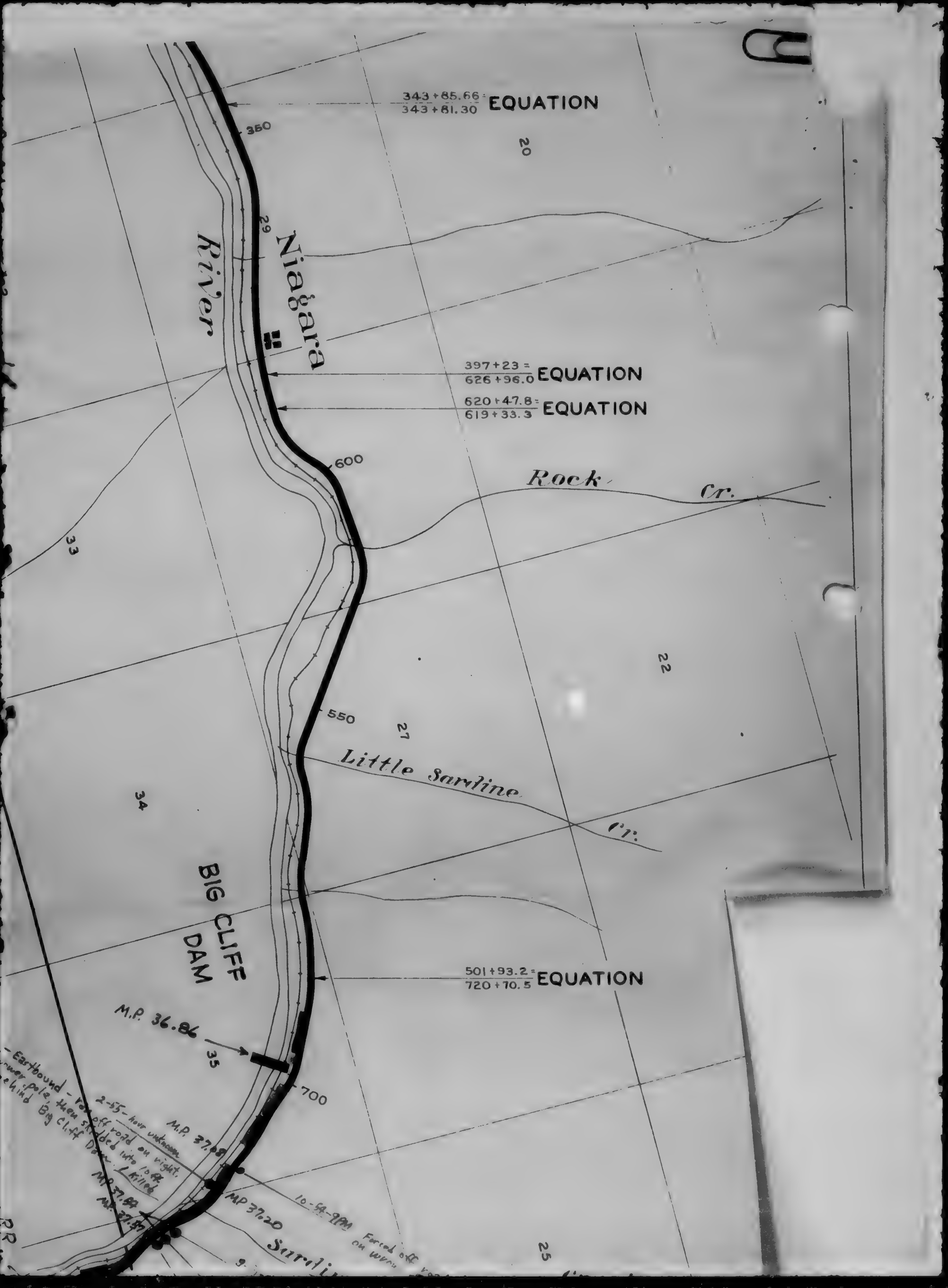
▬ Existing Guard Rail (Bureau of Public

▬ Existing Guard Rail (Ore. State Hwy.

▬ Proposed Guard Rail (1956 Construct

Note - Proposed addit
(1) 3,750' needed
(2) 11,725' less
(3) 2800' Very


Mad
6
350
29
Niagara
River
32
5
8
600
33
4
9
N
550
Litt
34
3
10
BIG CLIFF
DAM
M.P. 36.86
35
700
Snowing - Eastbound - ran off road on right, struck power pole, then skidded into 10 ft. of water behind Big Cliff Dam. 1 killed
2-55- hour unknown
M.P. 37.08
2
M.P. 37.44
M.P. 37.57
MP 37.20
10-54-9PM
10-53-8AM. - Rear end. Following too close. Rd wet. Eastbound.
Lawhead
Cr
11
RR
Abandoned
Sardine
650
9-54-8PM - East



343+85.66 = 343+81.30 EQUATION
350
20
29
Niagara
River
397+23 = 626+96.0 EQUATION
620+47.8 = 619+33.3 EQUATION
600
Rock Cr.
33
22
550
27
Little Sardine Cr.
34
BIG CLIFF DAM
501+93.2 = 720+70.5 EQUATION
35
700
Sardi
25
9
RR

M.P. 36.86

M.P. 37.08

2-55- hour unknown

- Eastbound - ran off road on right. ower pole, then skidded into 10 ft ehind Big Cliff Dam. 1 Killed

MP 37.19

MP 37.51

MP 37.20

10-54-9PM Forced off on wron roa

24-4205 Bridge Painting - Bridge over 1956
Santiam River Pac. Hwy. East
4669

RECEIVED
MAR 1 1957
FOR FILING
[illegible]
4669

Lewis

February 6, 1957

The Aetna Casualty and Surety Company
Yeon Building
Portland 4, Oregon

Attention: Mr. R. F. Galbraith

Gentlemen:

This is in reply to your letter of February 1 concerning spray-paint damage on Elvin Blunck's car which was incurred August 9, 1956 while he was driving over the bridge spanning the Santiam River, south of Salem.

It may be that the damage was incurred while Tri-State Painting Company, 3424 S. E. 174th Avenue, Portland, was working on this bridge under our contract No. 4669. Our records show that the contract was completed on August 10, 1956.

The General Casualty Company of America, 1002 Cascade Building, Portland 4, furnished the Performance Bond for this contract, which bond is given to assure completion of the work and payment of all bills incurred in the contract. It may be, however, that Tri-State Painting Company carries some form of liability insurance which would seem more applicable in this instance. We suggest that you get in touch with the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

THE ÆTNA CASUALTY AND SURETY COMPANY
with which has been merged THE AUTOMOBILE INSURANCE COMPANY OF HARTFORD, CONNECTICUT
Affiliates: ÆTNA LIFE INSURANCE COMPANY • THE STANDARD FIRE INSURANCE COMPANY
HARTFORD 15, CONNECTICUT

CLAIM DEPARTMENT
BERT MERRILL, ATTORNEY
YEON BUILDING

PORTLAND 4, OREGON

February 1, 1957

4669

State Highway Department
Salem, Oregon

Re: Spray-Paint Damage
about August 9, 1956
Elvin Blunck

Gentlemen:

Our insured, Elvin Blunck, reports that on about August 9, 1956 at 11:00 A.M. he was driving over the bridge spanning the Santiam River South of Salem, Oregon and that his car became splattered with paint following from the operations of a highway painting crew which was painting the bridge.

We have recently had this car cleaned in order to remove the spray paint at a cost of $18.00 by the Fairview Garage and inasmuch as it would appear as though this loss was due to the negligence of the highway crew we would appreciate your reimbursement of this amount.

Thank you for your cooperation in this matter.

Very truly yours,

R. F. Galbraith

R. F. Galbraith,
Claim Rep.

RFG/al

RECEIVED
FEB 5 1957
OREGON
STATE HIGHWAY COMMISSION

Lewis

RECEIVED
FEB 7 1957
FOR FILING

24-4005

4669

February 6, 1957

General Casualty Company of America
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. O. H. Burnett

Gentlemen:

We have received a letter from the Aetna Casualty and Surety Company stating that their insured, Alvin Blunck, suffered damage to his car on August 9, 1956, by reason of it becoming splattered with paint while he was driving over the Santiam River Bridge,southof Salem. They claim that the paint was removed at a cost of $18.00 and are seeking reimbursement.

It appears that this claim pertains to our Contract No. 4669 awarded to Tri-State Painting Company, Portland, for painting the Santiam River Bridge on the Pacific Highway East in Marion and Linn Counties. This contract was completed on August 10, 1956.

It may be that this claim should be considered by the contractor's public liability and property damage insurance carrier, but we are advising your Company as it appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc C. A. Tomassene & Son
1002 Cascade Building
Portland 4, Oregon

Tri-State Painting Company
3424 S. E. 174th Avenue
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

RECEIVED
JAN 8 - 1957
FOR FILING

24-4205

4669

January 8, 1956

Mr. Harry R. Kraus
Attorney at Law
412 Builders Exchange Building
Portland 4, Oregon

Dear Mr. Kraus:

This is in reply to your letter of January 4, concerning the contractor who may have been painting the Santiam River Bridge on the Pacific Highway north of Albany.

Our records show that Tri-State Painting Company, 3424 S. E. 174th Avenue, Portland, held our contract No. 4669, for painting the Santiam River Bridge on the Pacific Highway. The work was completed August 10 and accepted by the Highway Commission on August 16, 1956.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FPQ/dp

HARRY R. KRAUS
ATTORNEY AT LAW
412 BUILDERS EXCHANGE BUILDING
PORTLAND 4, OREGON

CA 3-8227

January 4, 1957

Department of Highways
Salem,
Oregon

4669

Re: Santiam Bridge Highway 99

Dear Sir:

I have been retained by Preferred Insurance Exchange to represent them in a subrogation claim which has arisen out of an accident which occurred on the Santiam Bridge Highway 99 when one of their insured's car, R.J. Kuhn, was passing through this bridge and paint came down from overhead. There was only a "Caution Men Working" sign posted, but there were no signs saying men were painting.

In regard to this matter, we would appreciate any information as to who had the contract for the painting of the Santiam Bridge during the month of July, 1956, when the accident occurred.

A self-addressed stamped envelope is enclosed for your convenience. Thank you for your cooperation in this matter.

Very truly yours,

Harry R. Kraus

Harry R. Kraus
Attorney at Law

HRK:mhb
Encl.

REFERRED TO
Jerry
BY SECRETARY
prepare reply

RECEIVED
JAN 8 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 23 1956
FOR FILING

[illegible]
4669

September 26, 1956

Farmers Insurance Group
P. O. Box 1657
Salem, Oregon

Attention: Mr. E. E. Smith
Subrogation Claims

Gentlemen:

This is in reply to your letters of September 25 concerning paint damage to the cars of John Robert Wenger and James T. Wier. Your letters state that during the month of July, 1956 these automobiles suffered damage by reason of being splattered with paint on the Santiam River Bridge near Albany. We assume that the bridge to which you refer is on the Pacific Highway about ten miles north of Albany.

It appears that the paint damage to your clients' cars may have been caused by the operations of Tri-State Painting Company, 3424 S. E. 174th Avenue, Portland, who were awarded our Contract No. 4669 for painting the Santiam River Bridge on the Pacific Highway East. The project was completed on August 10, 1956 so it may be that painting operations were underway during the month of July, 1956. The contractor is required to furnish a performance bond to assure completion of the project and payment of all bills incurred in the job. This insurance was furnished by the General Casualty Company of America, 1002 Cascade Building, Portland 4. We believe, however, that your claims would probably apply to Public Liability and Property Damage Insurance which the contractor may carry but we do not know in which insurance company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:fp

NOTED ON CARD

HOME OFFICE · LOS ANGELES CALIFORNIA

PROPERTY DAMAGE
&
SUBROGATION DEPT.
P. O. BOX 1657
SALEM, OREGON

FARMERS INSURANCE GROUP
FARMERS INSURANCE EXCHANGE
TRUCK INSURANCE EXCHANGE
FIRE INSURANCE EXCHANGE
MID-CENTURY INSURANCE COMPANY
FARMERS AMERICAN AUTO CLUB
FARMERS NEW WORLD LIFE INSURANCE COMPANY

FARMERS INSURANCE GROUP
SALEM BRANCH CLAIMS OFFICE
1467 N. CAPITOL · P. O. BOX 1657 · SALEM, OREGON

September 25, 1956

Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: Our Insured - James T. ier
Policy No. - 7963397
Accident Date - 7/10/56

Gentlemen:

On or about July 10, 1956, while you were engaged in painting a bridge near Albany, Oregon, you negligently allowed some paint to damage our insured's car.

We have repaired the damage to our policyholder's car and paid the repair bill in the amount of $43.74. By virtue of our payment the policyholder's right to recover for these damages is transferred to us.

If you are insured against such liability, please tell us the name and address of your insurance carrier so that we may deal directly with that company.

For your convenience in returning this information right away, merely jot it down at the foot of this letter and use this self addressed envelope.

Very truly yours,

FARMERS INSURANCE EXCHANGE

E E Smith
E. E. Smith
Subrogation Claims

EES:in
Enc.

REFERRED TO
BY SECRETARY

[illegible] ON CARD

RECEIVED
[illegible] 6 1956
OREGON
STATE HIGHWAY COMMISSION

FRAME STRAIGHTENING

WHEEL ALIGNING

C. E. MILLER COMPANY

AUTO BODY REBUILDERS
1365 BROADWAY • TELEPHONE 3-9271
SALEM, OREGON

August 17,1956

J.I.Wier

Final bill on 1955 Buick License # 5F 2178

	Parts	Labor
		38.00
Remove spray paint and rewax Refinish hood and fenders as needed	1.60	9.00
	Total	48.60

Less 10% 4.86

43.74

RECEIVED
SEP 2[illegible] 1956

FOR FILING
24-4205

4669

September 26, 1956

Farmers Insurance Group
P. O. Box 1657
Salem, Oregon

Attention: Mr. E. E. Smith
Subrogation Claims

Gentlemen:

This is in reply to your letters of September 25 concerning paint damage to the cars of John Robert Hanger and James T. Wier. Your letters state that during the month of July, 1956 these automobiles suffered damage by reason of being splattered with paint on the Santiam River Bridge near Albany. We assume that the bridge to which you refer is on the Pacific Highway about ten miles north of Albany.

It appears that the paint damage to your clients' cars may have been caused by the operations of Tri-State Painting Company, 3424 S. E. 174th Avenue, Portland, who were awarded our Contract No. 4669 for painting the Santiam River Bridge on the Pacific Highway East. The project was completed on August 10, 1956 so it may be that painting operations were underway during the month of July, 1956. The contractor is required to furnish a performance bond to assure completion of the project and payment of all bills incurred in the job. This insurance was furnished by the General Casualty Company of America, 1002 Cascade Building, Portland 4. We believe, however, that your claims would probably apply to Public Liability and Property Damage Insurance which the contractor may carry but we do not know in which insurance company.

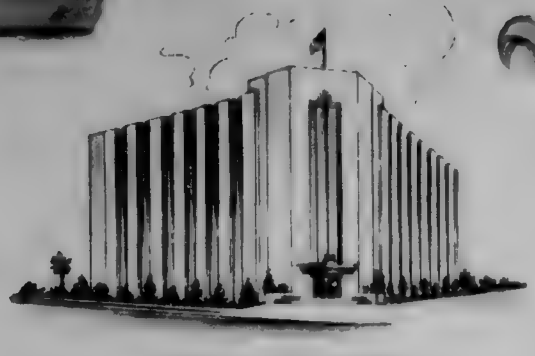
Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD


HOME OFFICE · LOS ANGELES CALIFORNIA

PROPERTY DAMAGE
&
SUBROGATION DEPT.
P. O. BOX 1657
SALEM, OREGON

FARMERS INSURANCE GROUP
FARMERS INSURANCE EXCHANGE
TRUCK INSURANCE EXCHANGE
FIRE INSURANCE EXCHANGE
MID-CENTURY INSURANCE COMPANY
FARMERS AMERICAN AUTO CLUB
FARMERS NEW WORLD
LIFE INSURANCE COMPANY

FARMERS INSURANCE GROUP
SALEM BRANCH CLAIMS OFFICE
1467 N. CAPITOL · P. O. BOX 1657 · SALEM, OREGON

September 25, 1956

Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: Our Insured - John Robert Wenger
Policy No. - 36006507
Accident Date - 7/23/56

Gentlemen:

On or about July 23, 1956, while you were engaged in painting the Santiam River Bridge, you negligently allowed some paint to damage our insured's car.

We have repaired the damage to our policyholder's car and paid the repair bill in the amount of $27.50. By virtue of our payment the policyholder's right to recover for these damages is transferred to us.

If you are insured against such liability, please tell us the name and address of your insurance carrier so that we may deal directly with that company.

For your convenience in returning this information right away, merely jot it down at the foot of this letter and use this self addressed envelope.

Very truly yours,

FARMERS INSURANCE EXCHANGE

E. E. Smith

E. E. Smith in
Subrogation Claims

EES:in
Enc.

REFERRED TO
BY SECRETARY

RECEIVED
SEP 26 1956
OREGON
STATE HIGHWAY COMMISSION

AUTOMOBILE – TRUCK – FIRE – LIFE – PUBLIC LIABILITY – CARGO
WORKMEN'S COMPENSATION – PERSONAL ACCIDENT – GEN. LIABILITY

Kaiser
Frazer

ROTOTILLERS
FARM EQUIPMENT

LEE MOTORS
SALES & SERVICE
CORVALLIS OREGON

PHONE PL 3-4742
12H N. SECOND ST

Aug - 8, 1956

John - R. Wenger
1780 Mc Gilchrist
Salem Ore.

STATEMENT

BALANCE

1953 Pont Sed.
Motor C8WH-18997
Clean - Paint Spots
and Polish -

Labor	25.00
Material	2.50
- Total	$ 27.50

RECEIVED
SEP 4 1956
FOR FILING

Files

24-4-5

4667

August 31, 1956

General Casualty Co. of America
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

We have received a letter from the Farmers' Mutual of Enumclaw, Enumclaw, Washington, stating that the car of their client, James W. Farnell, was covered with a green overspray from a bridge being painted on the Pacific Highway, south of Salem, on July 20, 1956. Removal of the overspray cost $14.21.

This claim may be covered by another type of insurance but we are advising you inasmuch as your Company furnished the Performance Bond for the Contract No. 4667, awarded to Tri-State Painting Company, Portland, for painting the Santiam River Bridge on the Pacific Highway, on which bridge the damage may have occurred.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc C. A. Tomassens & Son
1002 Cascade Building
Portland 4, Oregon

Tri-State Painting Company
3424 S. E. 174th Avenue
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

24-4205
4669

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 30, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4669	3-Final	Tri-State Painting Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18853	B-159935	$ 4,235.00	8/30/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: Aug. 10, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: A claim for damages from green overspray paint in the sum of $14.21 has been filed by James W. Parnell.

Remarks:

Date: 9-4-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] 1956

Ruth Rawlings

[illegible] ON CARD

RECEIVED
AUG 24 1956
FOR FILING

4.1

August 24, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

State Highway Contract No. 4669 for painting the Santiam River Bridge on the Pacific (99E) Highway in Marion and Linn Counties was completed by the contractor, Tri-State Painting Company, on August 10 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $4,235.00 will be released to the contractor on or after September 4, 1956. The total contract amount is $14,800.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
AUG 17 1956
FOR FILING

4669

August 15, 1956

Mr. Dan Clausen
3424 N. E. 30th
Portland, Oregon

Dear Sir:

This is in reply to your letter of August 13 in which you state that your car was splattered with green paint while you were driving over the bridge on US99E at the Linn County line, about August 1. It appears that the bridge to which you refer is the Santiam River Bridge on which Tri-State Painting Company, 3424 S. E. 174th Avenue, Portland, has a contract for painting. It may be that their forces were working on the bridge when your car suffered this damage.

The General Casualty Company of America, 1002 Cascade Building, Portland 4, furnished the Performance Bond for this contract, No. 4669. However, the contractor may have other insurance for public liability and property damage. We suggest that you notify the contractor of your claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

3424 N. E. 30th
Portland, Oregon
August 13, 1956

State Highway Commissioner
Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

About two weeks ago I drove over the bridge on U.S. 99E at the Linn County Line just as a highway crew was spray painting the superstructure of the bridge. Apparently some of the spray hit my car, as it now has quite a few green specks on it.

My car is a 1956 Oldsmobile and had just been polished and porcelainized by Logan Oldsmobile a week or two earlier.

I would appreciate hearing from you as soon as possible letting me know how you wish to handle this matter.

Respectfully yours,

Dan Clausen
Dan Clausen

Tri State Painting Co.
Contract 4669

REFERRED TO
BY SECRETARY

[illegible]

Linn

RECEIVED
AUG 17 1956
FOR FILING

24-[illegible]

4669

August 15, 1956

General Casualty Company of America
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

We have received a letter from Mr. Dan Clausen, 3424 N.E. 30th, Portland, advising that about August 1, 1956 his car suffered damage from spray painting while he was driving over the bridge on US99E at the Linn County line. Apparently he refers to the Santiam River Bridge on which Tri-State Painting Company has a bridge painting contract, No. 4669.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc G. A. Tonnessen & Son
1002 Cascade Building
Portland 4, Oregon

Tri-State Painting Company
3424 S. E. 174th Avenue
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
MAY 23 1956
FOR FILING

24-4205
4669

May 22, 1956

Tri-State Painting Company
3424 S. E. 174th Ave.
Portland, Oregon

Gentlemen:

We enclose herewith two copies of contracts for your files which were awarded to you by the State Highway Commission on April 26, as follows:

Contract No. 4666, for painting the Siletz River Bridge on the Siletz Highway in Lincoln County.

Contract No. 4669, for painting the Santiam River Bridge on the Pacific (99E) Highway in Marion and Linn Counties.

We are also sending copies of these contracts to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 30 1956
FOR FILING

24-[illegible]

4669

April 30, 1956

Tri-State Painting Co.
3424 S. E. 174th Ave.
Portland 66, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4669 for cleaning and painting all structural steel and metal handrail on the bridge over the Santiam River on the Pacific Highway East, in Marion and Linn Counties.

This award was based on your bid of $15,400.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

124-4206 Division No. 2 Oiling Project. 1956

#4670

RECEIVED
JAN 7 - 1957
FOR FILING
124-4206

W.C. Williams

Contract #4670

FINAL COST ANALYSIS

December 28, 1956
Prefix 124-4206

Division #2 Oiling Project
Central Paving Co., Contractor
S.F.Walters, Resident Engineer

NOTED
W. C. WILLIAMS

Item 4670	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of base	20.63	Mile	100.00	$ 43.79	$ 903.29	$ 2,063.00
Hauling Stone base mat'l.	2,335.5	Yd.Mi.	.12	.12	283.30	280.26
Placing Stone base mat'l.	306	Cu.Yd.	.50	.61	186.98	153.00
Sprinkling	54.4	M/gal.	5.00	3.77	205.12	272.00
Furnishing & placing aggregates	743	Cu.Yd.	6.25	6.05	4,493.36	4,643.75
Hauling aggregates	26,415	Yd.Mi.	.18	.17	4,616.60	4,754.70
Placing aggregate	2,669	Cu.Yd.	1.00	.95	2,535.25	2,669.00
150-200 Asphalt	119.06	Ton	40.50	36.36	4,329.69	4,821.93
RS-2 Asphalt	167.6	"	42.50	38.19	6,399.83	7,123.00
PA#1 150-200 Asph. with non-strip additive	62.17	"	47.65	45.75	2,844.09	2,962.40
Force Account (Flagging)					300.48	300.48
					$27,087.99	$30,043.52

Gross Revenue	$30,043.52
Total Cost	27,087.99
Profit	$ 2,955.53

Net Profit equals 9.8% of Gross Revenue

DETAIL OF COSTS on Contract #4670
Division #2 Oiling Project

Labor:					
Supervision			$700.00		
Labor			6,404.85		
Labor Insurance			490.23		
Health & Welfare			246.30		
				$7,841.38	
Material:					
150-200 Asphalt	119.06 Ton	at $24.50	$2,916.97		
RS-2 Asphalt	167.6 "	" $27.00	4,525.20		
150-200 Asphalt with non-strip additive	62.17 "	" $31.00	1,927.27		
Freight on Asphalt	348.85 "	" $4.63	1,615.18		
Rock purchased from Com. sources			1,873.55		
				$12,858.17	
Equipment Rentals & Misc. supplies:					
Equipment Rental			3,436.00		
Gas, Oil & Grease			1,118.00		
Bond			190.26		
PUC			77.50		
PL & PD Insurance			89.94		
Small tools & Misc. supplies			300.43		
Freight & Cartage			275.00		
Home Office & Overhead			901.31		
				6,388.44	
					$27,087.99

Remarks:

This was a State Project calling for the construction of 20.63 miles of oil mat wearing surfaces on four units located near the cities of Alsea, Eddyville, Sweet Home and Mill City, on the following highways, Alsea-Deadwood, Corvallis-Newport, Santiam and North Santiam, in Marion, Lincoln, Linn and Benton counties.

The contract was bid and awarded April 26, 1956. Work started August 13, 1956, and the project completed August 31, 1956. Final estimate received in Cost Analysis Section December 3, 1956.

The contractor started the oiling on the Corvallis-Newport Highway using 1 Distributor, two transports, an average of six 8-Cu.Yd. trucks, one grader and two rollers.

The State furnished 2975 Cu.Yd. of oiling aggregate and the contractor purchased 743 Cu.Yd of aggregate from commercial crushing plants. Good progress was made on the oiling.

The contractor had good bid prices, equipment and supervision realizing a good profit.

M. [illegible]. Juve
Chief Cost Analyst

By

George Kayser

124-4206

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 26, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4670	2-Final	Central Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25008	H-166146	$ 90[illegible].31	11/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: Aug. 31, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

NOTED ON CARD
gl

H. B. Glaisyer
Secretary

By Floyd Query
Ass't. Secretary

Warrant Mailed: NOV 27 1956

Ruth Rawlings

1

RECEIVED
NOV 19 1956
FOR FILING

124 4266

4670

November 16, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4670 for work performed on Division No. 2 Oiling Project in Marion, Lincoln, Linn and Benton Counties was completed by the contractor, Central Paving Company, on August 31, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $901.31 will be released to the contractor on or after November 26, 1956. The total contract amount is $30,043.52, of which amount $300.48 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

RECEIVED
OCT 26 1956
FOR FILING

24-[illegible]

4610

October 26, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Central Paving Company in connection with contract No. 4670, covering the Division No. 2 Oiling Project. This payment in the amount of $29,142.21 will be released to the contractor on or after November 5, 1956. The retained percentage is $901.31.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

Form E-1-Rev 6-56—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

124-4206
4670

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 1, 1956

Section Division 2 Oiling Project

Kind of work Oiling

Highway Four Highways

Section prefix 124-4206

Contractor Central Paving Co.

Contract number 4670

Date of contract April 26, 1956

Date of completion Aug. 31, 1956

Date work started Aug. 13, 1956

Estimated date of completion Aug. 31, 1956

Project authorization $44,658.27

Exclusive of Engineering $41,482.57

Per cent of time elapsed 100 %

127/127/0

Estimated cost of completed project, exclusive of engineering $41,482.57

Estimated per cent overrun or underrun none %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $3,175.70

Engineering cost to date $1700, 46 %

Date project was completed Aug 31, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the Alsea-Deadwood Unit Tuesday moved to Lebanon and completed pavement seal on four miles, and moved to Stout Creek-Mill City Unit on North Santiam. Completed North Santiam pavement seal Friday. Contract will brush Sat.

FINAL REPORT.

Semi-Final estimate as soon as all oil invoices have been received.

Noted
M. N. Juve

NOTED
TOM EDWARDS

NOTED
L. H. Young

NOTED
D. J. BARBEE

RECEIVED
1956
OFFICE OF

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.4		20.63	
Miles partially completed					
Miles completed		2.4		20.63	
Total estimated quantities (contract)		400		3,440	
Total quantities corrected to date		400		3,440	
Estimated quantities moved or placed to date		400		3,440	
Average daily quantities		400		344	
Average daily quantities necessary to complete project on time		complete		complete	
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				20	

Men	12
Supervision	2
Men and trucks under 3 tons	
Men and trucks over 3 tons	6
Men and tractors	

Equipment used during week: Shovels loader 1, Power graders 1, Rollers 2, Mixers ...., tractor broom & blade Crushing or screening plants 1

Compressors ...., Bulldozers ...., Compaction rollers ...., Distr. 1 Water wagon 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 23 1956
FOR FILING

124-43

4670

May 22, 1956

Central Paving Co.
Foot of C Street
Independence, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4670, which was awarded to you by the State Highway Commission, covering Division No. 2 Oiling Project in Marion, Lincoln, Linn and Benton Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

124-4206

4670

April 30, 1956

Central Paving Co.
P. O. Box 38
Independence, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4670 for the Division No. 2 Oiling Project on four highways, near Alsea, Eddyville, Sweet Home and Mill City, in Marion and three other counties.

This award was based on your bid of $30,980.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

329-1706 Rockaway (Park St.) Paving 1956

4671

329-1706 Rockaway (Park St.) Paving 1956

4671

A

File

329-1706

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 28, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4671	2-Final	The United Contracting Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25408	H-166574	$ 514.96	11/28/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: to Sept. 26, 1956

Completion Date: Sept. 26, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-29-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Floyd Query
Ass't Secty

NOTED ON CARD
gl

Warrant Mailed: NOV 29 1956

Ruth Rawlings

A

RECEIVED
NOV 20 1956
FOR FILING

329-1706

4671

November 19, 1956

CERTIFIED MAIL

American Surety Company
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4671 for paving on Rockaway (Park Street) City Street Section in Tillamook County was completed by the contractor, The United Contracting Company, on September 26, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $514.96 will be released to the contractor on or after November 29, 1956. The total contract amount is $11,942.99, of which amount $82.32 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

A

RECEIVED
NOV 20 1956
FOR FILING

339-1706

4671

November 19, 1956

CERTIFIED MAIL

American Surety Company
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4671 for paving on Rockaway (Park Street) City Street Section in Tillamook County was completed by the contractor, The United Contracting Company, on September 26, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $514.96 will be released to the contractor on or after November 29, 1956. The total contract amount is $11,942.99, of which amount $82.32 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 31 1956
FOR FILING

329.1706

4671

October 30, 1956

Oregon State Highway Commission

Request for extension of time
No. 24
November 8 and 9 meeting

Gentlemen:

Herewith is a request from the United Contracting Company for an extension of time on the Rockaway city street paving project, Contract No. 4671, from September 15, 1956 to October 5, 1956.

This contract was held up temporarily in order that the contractor might coordinate his work on the Tillamook-Donaldson Creek project and this one at the same time to avoid the necessity of moving in the paving plant for a small project. The project was actually completed on September 26, 1956, with an overrun of 11 days, which caused no undue hardships to the traveling public or increased engineering costs. I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
NOV 29 1956
FOR FILING

329-1706

4171

October 28m 1956

The United Contracting Co.
P. O. Box 5075
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from September 15, 1956 to October 5, 1956 within which to complete your contract No. 4671, for paving on the Rockaway (Park Street) City Street Section in Tillamook County.

We are pleased to inform you that the State Highway Commission granted your request to September 26, 1956, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: W. D. Walker,
Division Engineer

Clay Cornett,
Resident Engineer

Tom Edwards,
Construction Engineer

A

Form E-1—[illegible]

O GON STATE HIGHWAY DEPARTM T

Field Engineer's Weekly Report

329-1706

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 28, 1956

Section Rockaway(Park Street)

Kind of work Paving

Highway City Street

Section prefix 329-1706

Contractor The United Contracting Co.

Contract number 4671

Date of contract Apr. 26, 1956

Date of completion Sept. 15, 1956

Date work started Sept. 13, 1956

Estimated date of completion Sept 26, 1956

Project authorization $ 14,357.25

Exclusive of Engineering $ 13,326.29

Per cent of time elapsed 107 %

Estimated cost of completed project, exclusive of engineering $ 12,011.00

Estimated per cent xxxxxxx or underrun 5 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1,020.96

Engineering cost to date $ 850.00, 83 %

Date project was completed Sept. 26, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Paving was completed on Tuesday and Cohtract was completed on Wednesday.

NOTED

NOTED

NOTED
Li H. Young

NOTED
D. J. [illegible]

NOTED
W. T. WRIGHT

RECEIVED
OCT 1 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed Clay M. Cornett

Address Tillamook Oregon

NOTED
V. D. WOLFE

[illegible] copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.21	0.21			0.21
Miles partially completed					
Miles completed	0.21	0.21			0.21
Total estimated quantities (contract)	24 hrs grader	1,320 C.Y.			430 ton
Total quantities corrected to date	18 " "	1,272 C. Y.			472 "
Estimated quantities moved or placed to date	18 " "	1,272 C.Y.			472 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					9
Average force on project for week					23

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Rain		
Thursday	Fair		
Friday	Rain		
Saturday			

RECEIVED
OCT - 1 1956
OFFICE OF
DIVISION ENGINEER
DIVISION No. 2

RECEIVED
MAY 23 1956
FOR FILING

321 706

4671

May 22, 1956

The United Contracting Co.
P. O. Box 5075
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4671, which was awarded to you by the State Highway Commission on April 26, for paving the Rockaway (Park Street) Section in Tillamook County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

CEIVED
PR 30 1956
OR FILING

29-Dok
4671

file

April 30, 1956

United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4671 for paving of Rockaway (Park St.) in Tillamook County.

This award was based on your bid of $12,662.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 4 - 1956
FOR FILING

329-1706
4671

file R

Salem, Oregon
April 3, 1956

$250,000 Fund Agreement (1956)
City of Rockaway

Sp. St Tax St. Fund
#113

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto is a conformed copy of an agreement with the City of Rockaway covering the Special City Allotment project on Park Street in Rockaway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Rockaway, Oregon.

H. B. Glaisyer
Secretary

fn
Attach:

FORM 230—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1956

SUBJECT: $250,000 Fund Agreement (1956)
City of Rockaway

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Park Street in Rockaway.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION for $14,700
DATE December 19, 1955
Secretary

RECEIVED
MAR 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 - 1956
FOR FILING

329-1906
4671

April 3, 1956

Mr. L. M. Crocker, City Recorder
City Hall
Rockaway, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Rockaway covering the Special City Allotment project on Park Street in Rockaway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAR 29 1956
FOR FILING

221-1766

4671

Salem, Oregon
March 28, 1956

$250,000 fund agreement (1956),
Cities of Florence and Rockaway

Mr. W. C. Williams

Herewith two agreements covering projects in Florence and Rockaway on the Special City Allotment of $250,000.

The project in Rockaway was set up at an estimated cost of $14,300 in the program approved by the Highway Commission. The estimate on this project is now $16,000, but the City has advised that it will cover additional costs above the $15,000 limit for projects under this fund.

The Rockaway project was set up in the approved program at $14,700 and the estimate is now $14,500. I would recommend your approval and transmission to Mr. Glaisyer for Commission action.

C. S. Paxson

CSP:gm
Attachments

3-13-56

ORDINANCE NO. 49

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF ROCKAWAY, COUNTY OF TILLAMOOK, STATE OF OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF PARK STREET FROM THE EAST LINE OF HIGHWAY 101 TO THE EAST CITY LIMIT, A DISTANCE OF APPROXIMATELY 0.21 MILES, AND DECLARING AN EMERGENCY.

Whereas the City of Rockaway, Oregon has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of Park Street from the East line of Highway 101 to the East City limit of the City of Rockaway, a distance of approximately 0.21 miles, and

Whereas in the form of an agreement prepared by the State Highway Commission a copy of which is marked "Exhibit A" is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $15,000.00 and the City of Rockaway to pay all cost in excess of $15,000.00, the City ot Rockaway does ordain as follows;

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Rockaway, Oregon and the State of Oregon acting by and through the State Highway Com-

3-13-56

ORDINANCE NO. 49

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND
BETWEEN THE CITY OF ROCKAWAY, COUNTY OF TILLAMOOK,
STATE OF OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH
ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF PARK
STREET FROM THE EAST LINE OF HIGHWAY 101 TO THE EAST
CITY LIMIT, A DISTANCE OF APPROXIMATELY 0.21 MILES, AND
DECLARING AN EMERGENCY.

Whereas the City of Rockaway, Oregon has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of Park Street from the East line of Highway 101 to the East City limit of the City of Rockaway, a distance of approximately 0.21 miles, and

Whereas in the form of an agreement prepared by the State Highway Commission a copy of which is marked "Exhibit A" is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $15,000.00 and the City of Rockaway to pay all cost in excess of $15,000.00, the City ot Rockaway does ordain as follows;

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Rockaway, Oregon and the State of Oregon acting by and through the State Highway Commission providing for the improvement of Park Street and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the Spring and Summer of 1956 when the weather permits, and whereas the State Highway Commission can not award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health and credit of the people of the City of Rockaway, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full effect and force from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter of the City of Rockaway, Oregon dated November 20, 1942.

AYES 3

NAYES 0

Absent 2 Submitted to and approved by the Mayor

the 13th day of March, 1956.

Eugene S. Kelty
Mayor

ATTEST:

Sm Crocker
City Recorder

6-28-55

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Rockaway is an incorporated city of the State of Oregon, and has a population of 1100, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

Park ST.

Nehalem ST.

B - ST

Owens Ave.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Park ST

Nehalem ST

B - ST

Owens Ave

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Rockaway does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Wm H Findley as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 28th day of June, 1955

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Rockaway at a regular or special meeting of said Council, held on the 28th day of June, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 29th day of June, 1955

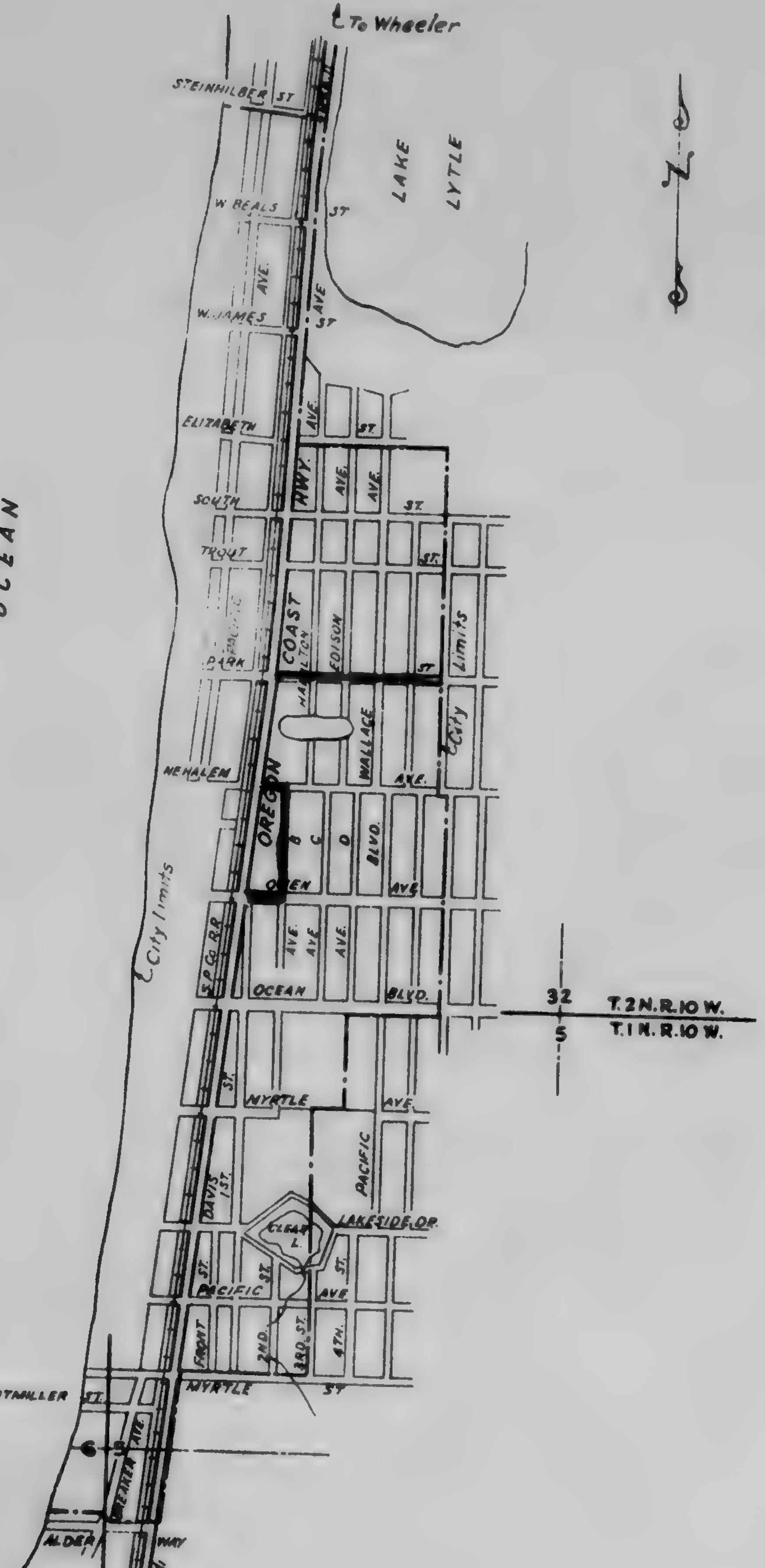
Sm Crocker
City Recorder

ROCKAWAY

Scale in Feet

0 800 1600

TILLAMOOK COUNTY



9-2-52

no. 37

Rockaway

Preliminary Estimate

Park Street from Highway 101 easterly to the east city limit a distance of approximately 0.23 mile.

Light grading, place an average of 8" of base rock 28' wide and 3" asphaltic concrete 20' in width.

Items	Quantity	@	Total
Blade Grader	18 hrs	$12.00	$216.00
2½"-0 in. base	1200 cu yds	3.00	3600.00
3/4"-0 in. base & shoulders	550 cu yds	4.00	2200.00
Sprinkling	45 M gal	4.00	180.00
3/4"-0 in Binder Course	12 cu yds	5.00	60.00
RC in binder	3 tons	75.00	225.00
Class B asphaltic Concrete	500 tons	11.00	5500.00
RS 2 in seal coat	3 tons	75.00	225.00
Aggregate in seal coat	36 cu yds	6.00	216.00
Prel. Est. of Const. cost			$12422.00
12½% Eng & Cont.			1552.75
Flagging			175.00
Survey			475.00
			$14,624.75

Total Prel Est $14,700

no 37

Rockaway. 9-13-55

Investigated conditions & use of Park Street in the City of Rockaway.

This street leads to the only access to a large timber holding of the Publishers Paper Company and receives excessive wear due to the use of their log trucks

Street is generally in poor condition, was oiled but has now reverted to a gravel Street with large potholes.

Sewers have now been installed, and well backfilled

Believe we should recommend a project on Park Street

Mr. H. Findley could not be located so talked over the possibilities with City Recorder Mr. Crocker

H C Ayers

H C Ayers

10-3-55

Showed this to Doug Walker and he has no objection

Wm H Findley

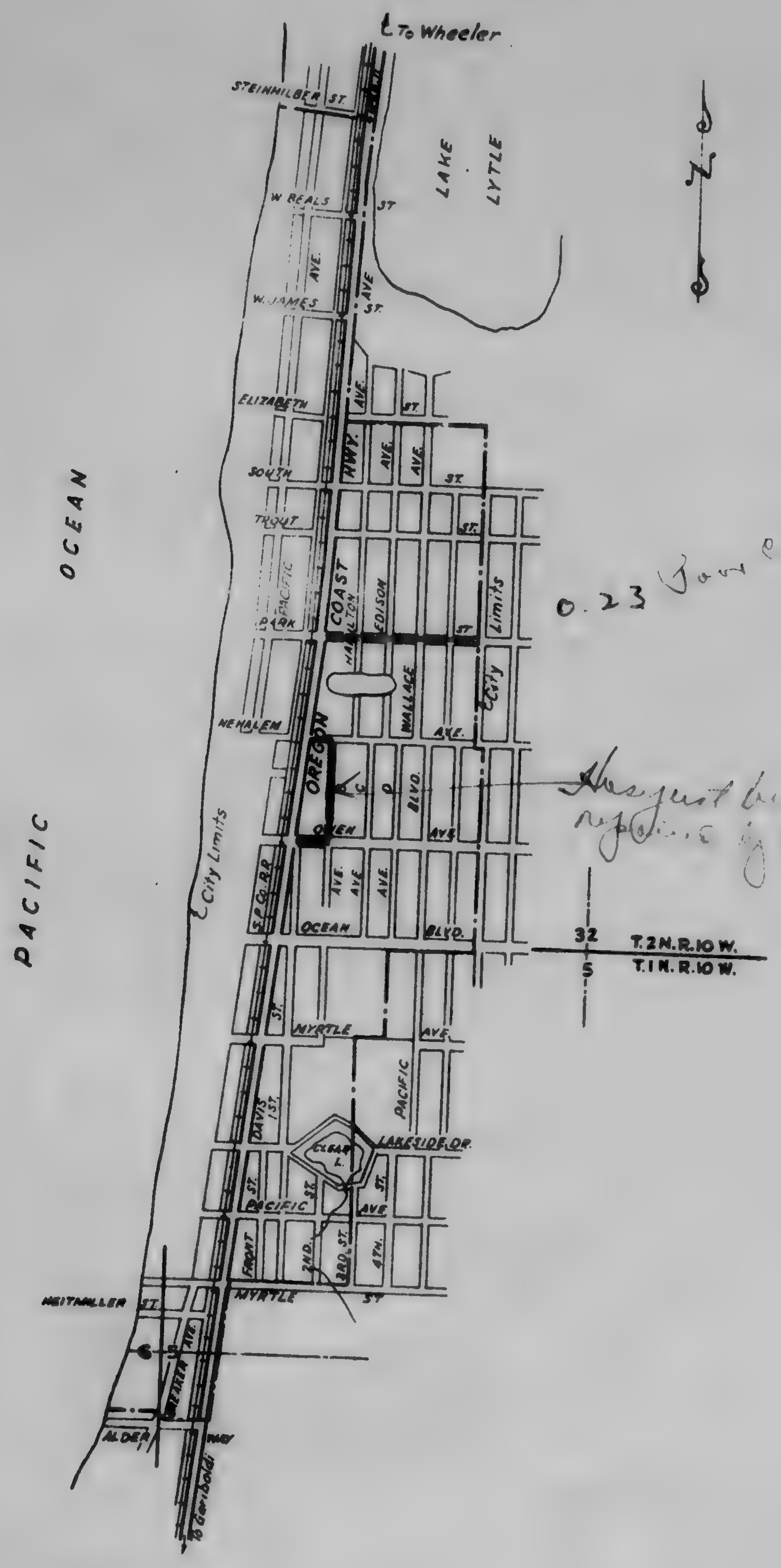
T.n. 37

ROCKAWAY

Scale in Feet

0 800 1600

TILLAMOOK COUNTY



0.23 Town Condition

Has just been repaired by County - oiled.

9-2-52

29-1060 South Fork Gales Creek Bridge 1956
& 5th and 6th Crossing
4672

G. S. Paxson

RECEIVED
MAY 24 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—25M—8-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

4

Salem, Oregon
May 23, 1957

SUBJECT: Order for State Force Work
South Fork Gales Creek Bridge,
5th and 6th Crossings.
Prefix 29-1060, Cont. 4672.

To: Mr. E. G. Ricketts
Assistant Bridge Engineer

Office

Several days ago, you handed to me a file concerning an outside billing made against P. S. Lord Company for work performed on September 11, 1956 by maintenance crews on detours to the Wilson River Bridges. It appears that the contractor is objecting to the Highway Department billing the contract for the work.

Paragraph 1.8.8 of the Standard Specifications for Highway Bridge Construction, which were incorporated with and made a part of the above construction contract, authorizes the State Highway Commission to complete any work which is not properly done by the contractor and to deduct the cost thereof from payments then or thereafter due the contractor. The right of the State Highway Department to take such action, however, is limited by the requirement that the Highway Commission must first give the contractor three days written notice of its intention. Since it appears that written notice was not given to the P. S. Lord Company before state crews worked upon the detours, the State Highway Department is not in compliance with all of the terms and conditions of paragraph 1.8.8 and may not, therefore, deduct the cost of the work done from payments due the contractor.

It is noted, however, that in the contract for this job, the first, sixth and twelfth bid items were "remove old bridge and provide for traffic". I presume that this bid item contemplated maintenance of detours. As noted above, since the State Highway Commission did not comply with the requirements of paragraph 1.8.8, it cannot deduct its costs for doing the work with its own forces. It is quite clear, however, that the state is not obligated to pay the contractor for work which he did not perform.

It is suggested, therefore, that an estimate of the value of constructing or maintaining the detours be made. This amount may be more or less than the actual cost sustained by the state. The amount of the estimate should then be deducted from payments due the contractor, not upon the grounds that it is a cost sustained by the commission, but on the grounds that it is work not done by the contractor and, consequently, not paid for by the state.

RLM:mm
cc: G. S. Paxson

ROBERT L. MAY, JR.
Assistant Chief Counsel

NOTED
G. S. PAXSON

P.S. I am returning herewith, your file concerning the above matter.

RECEIVED
MAY 2 1957
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 23, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4672	12-Final	P. S. Lord Mechical Constractors

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11516	H-131864	$ 7,900.01	5/23/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1957

Time Extensions: None

Completion Date: Apr. 30, 1957

Date Accepted: May 16, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: May 24, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

MAY 24 1957

RECEIVED
MAY 15 1957

FOR FILING

[illegible]

[illegible]

May 14, 1957

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4672 for work performed on the South Fork Gales Creek Bridge and 5th and 6th Crossings of Wilson River, Wilson River Highway in Tillamook and Washington Counties was completed by the contractor, P. S. Lord Mechanical Contractors, on April 30, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $7,900.01 will be released to the contractor after acceptance by the Commission. The total contract amount is $106,471.95, of which amount $4,634.32 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

om

cc: Commerce Investment, Inc.
Commerce Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
JUN 7 - 1956
FOR FILING

29-1010

4672

June 6, 1956

P. S. Lord Mechanical Contractors
4507 S.E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4672, which was awarded to you by the State Highway Commission on April 26, for constructing South Fork Gales Creek Bridge and 5th & 6th Crossings of Wilson River on the Wilson River Highway in Tillamook and Washington Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

29-440

4672

April 30, 1956

P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie
Portland, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4672 for construction of the South Fork Gales Creek Bridge and 5th and 6th Crossing of Wilson River on the Wilson River Highway, in Tillamook and Washington Counties.

This award was based on your bid of $99,090.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

31-4208 LaGrande-North Powder 1956
Pavement Sealing & Rock
4673 Production Project

RECEIVED
FOR FILING

NOTED
W. C. WILLIAMS

W. C. Williams

A

March 21, 1958

LaGrande-North Powder
Contract No. 4673
31-4208

FINAL COST ANALYSIS
Paving Seal and Rock Production
Arthur Simonson & Company
C. D. Cannon, Resident Engineer

Old Oregon Trail Highway
Prefix No. 31-4208

Item 462	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. * RS-2 Asphalt	395.91	Ton	$55.00	$55.00	$21,775.05	$21,775.05
2. * Aggregate in Pavement Seal	2,298	Cu.Yd.	4.60	4.52	10,400.23	10,570.80
3. 3/4"-½" Cr. Mat'l in S.P.	3,261.45	Cu.Yd.	2.98	2.41	7,871.01	9,719.12
4. ½"-¼" Cr. Mat'l in S.P.	6,725.19	Cu.Yd.	2.98	2.41	16,230.20	20,041.07
5. ¼"-#10 Cr.Mat'l in S.P.	1,305.79	Cu.Yd.	2.98	2.41	3,151.32	3,891.25
6. ¼"-0 Cr.Mat'l in S.P.	3,578.64	Cu.Yd.	2.98	2.41	8,636.49	10,664.35
7. 3/8"-#10 Cr.Mat'l in S.P.	5,584.58	Cu.Yd.	2.98	2.41	13,477.52	16,642.05
Sp. Hauling Adjust. favor Contractor	8,365.97	Yd.Mi.	.12			1,003.92
Force Account (State Partcipation in flagging)					164.47	164.47
					$81,706.29	$94,472.08

Gross Revenue	$94,472.08
Total Cost	81,706.29
Net Profit	$12,765.79

Net Profit equals 13.51% of gross revenue.

* Work done Russell Olson Construction Company.

4,680.43 Cu.Yd. of crushed materials were produced for State Purchase Order No. 25880 in conjunction with project at a cost of $11,295.49 with a gross revenue of $13,807.26.

DETAIL OF COSTS

CONTRACT #4673

LABOR:		
Labor and Supervision	$15,979.56	
Labor Insurance	579.55	
Health & Welfare	525.46	
		$17,084.57
EQUIPMENT RENTAL & MISC. SUPPLIES:		
Equipment Rental, Owned	$27,930.19	
Equipment Rental, hired	814.28	
Gas, Oil & Grease	5,977.45	
Freight	63.18	
P.L. & P.D.	439.11	
Powder & Drill Steel	1,657.69	
P. U. C.	316.83	
Bond	420.70	
Home office and General Overhead	631.25	
		$38,250.67
WORK DONE BY:		
Russell Olson Construction Co.		$26,371.05
TOTAL COST		$81,706.29

Crushing Breakdown
Contract #4673

	Quantity	Unit	Cost	Unit Cost
Drill & Shoot	22,753.65	Cu.Yd.	$ 3,828.43	$0.168
Feeding Crusher	22,753.65	Cu.Yd.	12,269.84	0.539
Crushing	22,753.65	Cu.Yd.	24,879.98	1.093
Haul to Stockpile	22,753.65	Cu.Yd.	10,140.78	0.445
Stockpiling materials	22,753.65	Cu.Yd.	3,793.37	0.166
			$54,912.40	$2.411
Load Oil Rock	2,298	Cu.Yd.	$ 422.83	$0.184

The crushing plant operated 567.31 hours for an average of 40.11 cubic yards per working hour.

REMARKS
Contract #4673

This was a "State Project" consisting of the construction of 23.89 miles of pavement seal and the furnishing of 20,455.65 cubic yards of crushed material in stockpiles on the LaGrande-North Powder section of the Old Oregon Trail in the counties of Union and Baker.

This project was bid and awarded on April 26, 1956 and completed September 25, 1957.

The contractor moved his crushing equipment into Ladd Canyon Cinder Pit, located at Mile Point 304.9 on the Old Oregon Trail, on July 18, 1956. The crushing plant was set up and crushing began on July 30, 1956. ¼"-#10 and 3/8"-#10 crushed materials were produced.

The crushing of oil aggregates and sanding materials was completed from this location on September 11, 1956. The crushing plant was dissassembled and moved to the Iowa School-LaGrande project. The crushing of the balance of the required quantities was delayed until 1957.

Russell Olson Construction, oiling contractor, moved in and began the oil seal on August 14, 1956. The seal was completed August 22nd.

The contractor moved his drilling and crushing equipment onto the quarry site, M.P. 35.4 on the Medical Springs Highway, during the week of June 21, 1957. Drilling of quarry was carried on the following week.

Crushing operations were started July 1, 1957. As of July 26th, stockpile sites "B", "D" were 100% complete, site "E" 70%, site"G" 10%, site "I" 60% and site "F" 0% complete. August 2, the crusher broke a shaft in the primary jaw causing a delay in operations until Monday, August 27th.

The contractor began crushing 3/4"-½", ½"-¼" and ¼"-#10 material for purchase order No. 25880, along with this project, during September. A total of 4,680.43 cubic yards of crushed material were produced on this order.

Entire project was completed on all sites by September 25, 1957.

Despite the delays in breakdowns and moves from one project to another, the contractor realized a good profit due to high bid prices.

The costs to the contractor on this project were higher than the estimate and had he bid near the estimate, he would have lost money on the project.

M. N. Juve
Chief Cost Analyst

By

G. K. Hanson

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Contract #4673

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M. N. Juve
Chief Cost Analyst

By

G. K. Hanson

RECEIVED
[illegible] 1957
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 27, 1957

4208			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4673	8 Final	Arthur Simonsen & Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26947	H197619	$3,469.85	11-27-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **Aug. 31, 1956**

Time Extensions: **Sept. 25, 1957**

Completion Date: **Sept. 25, 1957**

Date Accepted: **Dec. 5, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-11-57**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
DEC 11 1957
GRM.

NOTED ON CARD
CM

RECEIVED
NOV 19 1957
FOR FILING

3/11/58

4673

Nov. 18, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4673 for pavement sealing and rock production on the LaGrande-N. Powder Section of the Old Oregon Trail Highway in Union and Baker Counties was completed by the contractor, Arthur Simonsen & Company, on Sept. 25, 1957, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,469.85 will be released to the contractor after acceptance by the Commission. The total contract amount is $94,472.08, of which amount $164.47 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 5 1957
FOR FILING
4673

FORM E-135

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST [illegible]
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Nov. 1, 1957

Arthur Simonsen & Co.
2925 Grandview Dr.
Baker, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 31, 1957, had under discussion your request for an extension of time from Aug. 31, 1956, to Sept. 25, 1957, within which to complete your contract No. 4673, for the La Grande-N. Powder Section of the Old Oregon Trail Highway in Union and Baker Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
A. F. Parson
C. D. Cannon

NOTED ON CARD
em

RECEIVED
OCT 29 1957
FOR FILING

October [illegible], 1957

Request for extension of time
No. 6
October 31-November 1 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Arthur Simonsen & Company for an extension of time on the La Grande-North Powder Pavement Seal and Rock Production Contract, No. [illegible] from August 31, 1956 to September 25, 1957.

The contractor completed the pavement seal within the allotted time and then was requested to expedite another state contract before completing the rock production on this contract. The State and the traveling public benefited due to the completion of the other contract, and we have suffered no inconvenience because of this overrun. I recommend that the extension be granted without penalty.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:dmh hi

RECEIVED
OCT 14 1957
FOR FILING

31-4

4673

Oct. 14, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Arthur Simonsen & Company a portion of the funds heretofore retained by the Commission on Contract No. 4673, for pavement sealing and rock production on the La Grande-N. Powder Section of the Old Oregon Trail Highway in Union and Baker Counties.

This payment, in the amount of $16,115.14, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,814.50. The present payment will be released on or after October 24, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
em

Form E-1—1084—7-57

GON STATE HIGHWAY DEPART T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 27, 19 57

Section LaGrande-North Powder

Kind of work Pave Seal and Rock Production

Highway Old Oregon Trail County Union-Baker

Section prefix 31-4208

Contractor Arthur Simonsen and Co.

Contract number 4673

Date of contract April 26, 1956

Specified work days Till August 31, 1956

Date work started July 18, 19 56

Work days used 519

Project authorization . . . . . $ 100,494.00

Exclusive of engineering . . . . $ 93,347.76

Per cent of time elapsed 409 %

Estimated cost of completed project, exclusive of engineering . . . . $ 93,347.76

Estimated per cent overrun or underrun . . . . 0 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 7,146.24

Engineering cost to date $ 3810, 53 %

Date project was completed Sept. 25, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed the crushing and placing material in stockpiles on the Mediaal Springs Highway, the Old Oregon Trail Highway, and at the Baker Maintenance yard.

Survey crew measured all stockpiles on Thursday this week. Semi-final estiamte will be submitted next week.

FINAL REPORT

NOTED

CONSTRUCTION [illegible]
RECEIVED

NOTED

Noted
M. N. Juve

Signed

Address LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			41.94	23.89	
Miles partially completed			same	same	
Miles completed			same	same	
Total estimated quantities (contract)			20,100	1,800± cy 380 tons	
Total quantities corrected to date			same	2,228 cy 395 tons	
Estimated quantities moved or placed to date			same	same	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			7		

Men 7

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 3

Men and tractors

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 1, Compaction rollers ...., wagon drill 1 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	fair		
Wednesday	cloudy		
Thursday	cloudy		
Friday	cldy.-lt.rain		
Saturday			

RECEIVED
JUL 23 1957
FOR FILING

31-4208

4673

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

July 22, 1957

SUBJECT:

To:

E. A. Pease

We are holding in our safe a warrant pending a time extension from your office.

Arthur Simonsen & Co. Contract 4673 Est. 4 $4,023.00

Lodgers Supervisor

cc: Forrest Cooper

RECEIVED
JUL 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
OCT 1 1956
FOR FILING

FORM E-30X—50M—11-55—60225
[illegible]
4673

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1956

SUBJECT: La Grande-North Powder
Old Oregon Trail
Contract No. 4673

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Test No. 402470 dated September 21, 1956 showing an excess of 13.1 percent in material passing the #10 sieve for the 3/8"-#10 crushed cinders being produced at M.P. 304.9 on the Old Oregon Trail Highway. It would appear that site screening could show up a discrepancy this large and the contractor given that information on the job. Screens will be furnished the resident engineer if he does not have the sizes required.

Will you please instruct the resident engineer to have the contractor adjust his pit and plant operations to produce acceptable 3/8"-#10 crushed cinders.

Also, please have the resident engineer so mark the samples of improved cinders submitted for test that it is clear they represent corrected crushed cinders.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY-WCH:jc

cc Forrest Cooper ✓
Ray Webber

RECEIVED
SEP 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1956
FOR FILING

[illegible]

4673

May 28, 1956

Arthur Simonsen & Co.
2925 Grandview Dr.
Baker, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4673, which was awarded to you by the State Highway Commission on April 26, covering the La Grande-North Powder Section of the Old Oregon Trail in Union and Baker Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

31-4[illegible]

4673

April 30, 1956

Arthur Simonsen Co.
2925 Grandview Dr.
Baker, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4673 for the LaGrande-North Powder Pavement Sealing and Rock Production Project on the Old Oregon Trail Highway, in Union and Baker Counties.

This award was based on your bid of $89,078.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

31-3252 Glover Sand Shed 1956

4674

31-3252
4674

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 29, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4674	3-Final	George E. Berry	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18264	H-159365	$ 3,071.50	8/29/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: None

Completion Date: Aug. 4, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-4-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 4 1956

Ruth Rawlings

[illegible]

A

RECEIVED
AUG 23 1956
FOR FILING

31-3252

4674

August 23, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4674 for constructing the Glover Sand Shed in Union County was completed by the contractor, George E. Berry, on August 4 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $3,071.50 will be released to the contractor on or after September 4, 1956. The total contract amount is $12,500.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
MAY 23 1956
FOR FILING

31-522

4674

May 22, 1956

George E. Berry, Contractor
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4674, which was awarded to you by the State Highway Commission on April 26, covering construction of the Glover Sand Shed in Union County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

31-3252

4674

April 30, 1956

George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4674 for construction of a frame sand shed adjacent to the Old Oregon Trail Highway at Glover, in Union County.

This award was based on your bid of $12,620.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
DEC 21 1955
FOR FILING

FORM E30—50M—10-54—79465
31-9252

4674

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1955

SUBJECT: Sand Shed at Glover

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Herewith two vicinity maps showing the location of the proposed sand shed to be constructed near Glover. The U. S. Forest Service has given us special Use Permit covering this site. The building proposed is a standard sand shed, 60'x95', with a capacity of 2100 cu.yds. for which there is an item of $17,000 in the 1956 Miscellaneous Properties Improvement Budget.

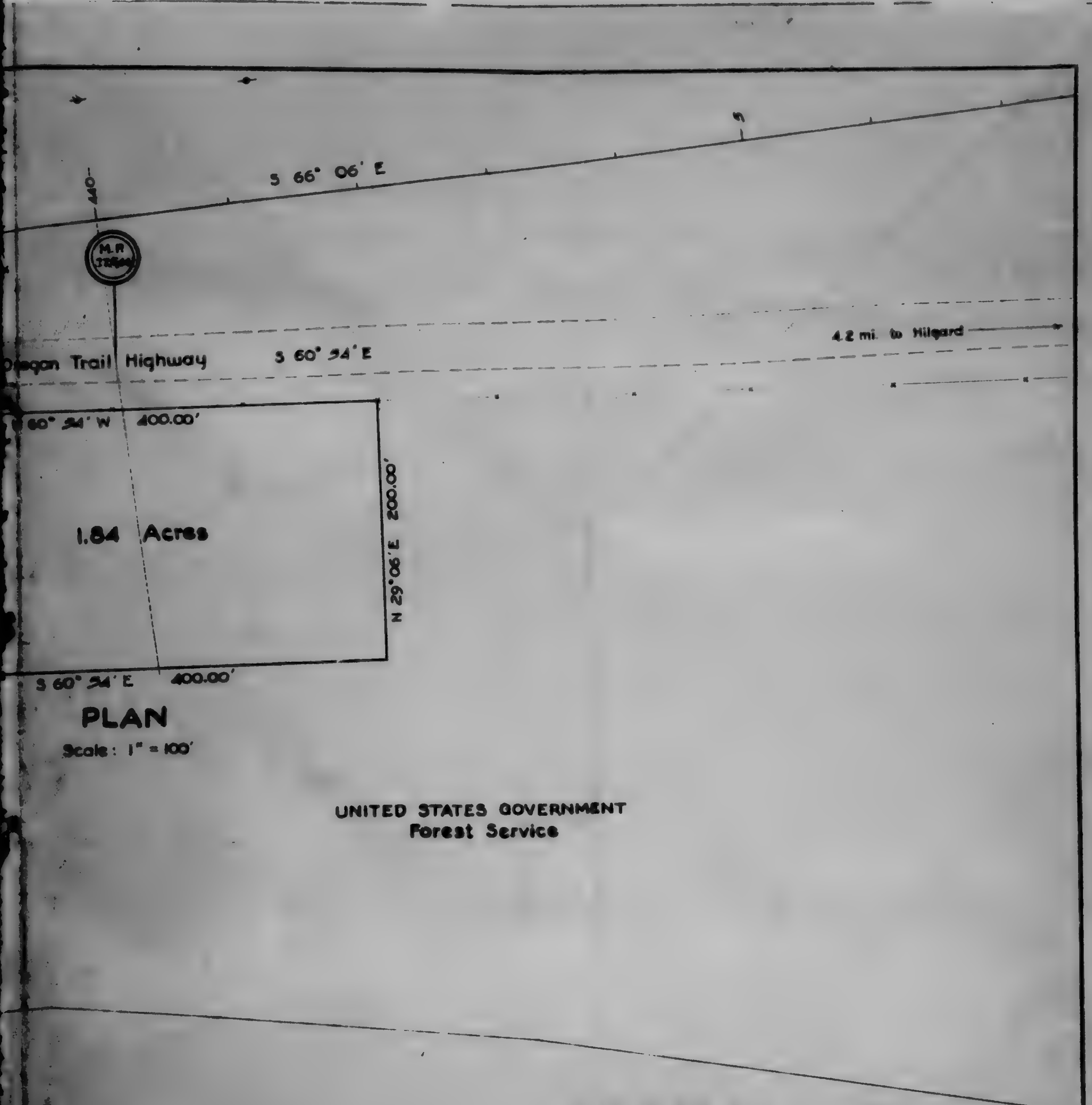
The Division Engineer has specified that the floor elevation should be 3461 and that the doors should be on the west end as shown on the sketch. The construction of the building should be by contract, however, the construction of the earth fill ramps should be performed by State Forces after the sand shed building is completed.

IAD.France
I. A. DeFrance
Assistant Maintenance Engineer

IAD:bt
Enclosures

ROVED 12-21-55
WWStiffler
Assistant State Highway Engineer

RECEIVED
DEC 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

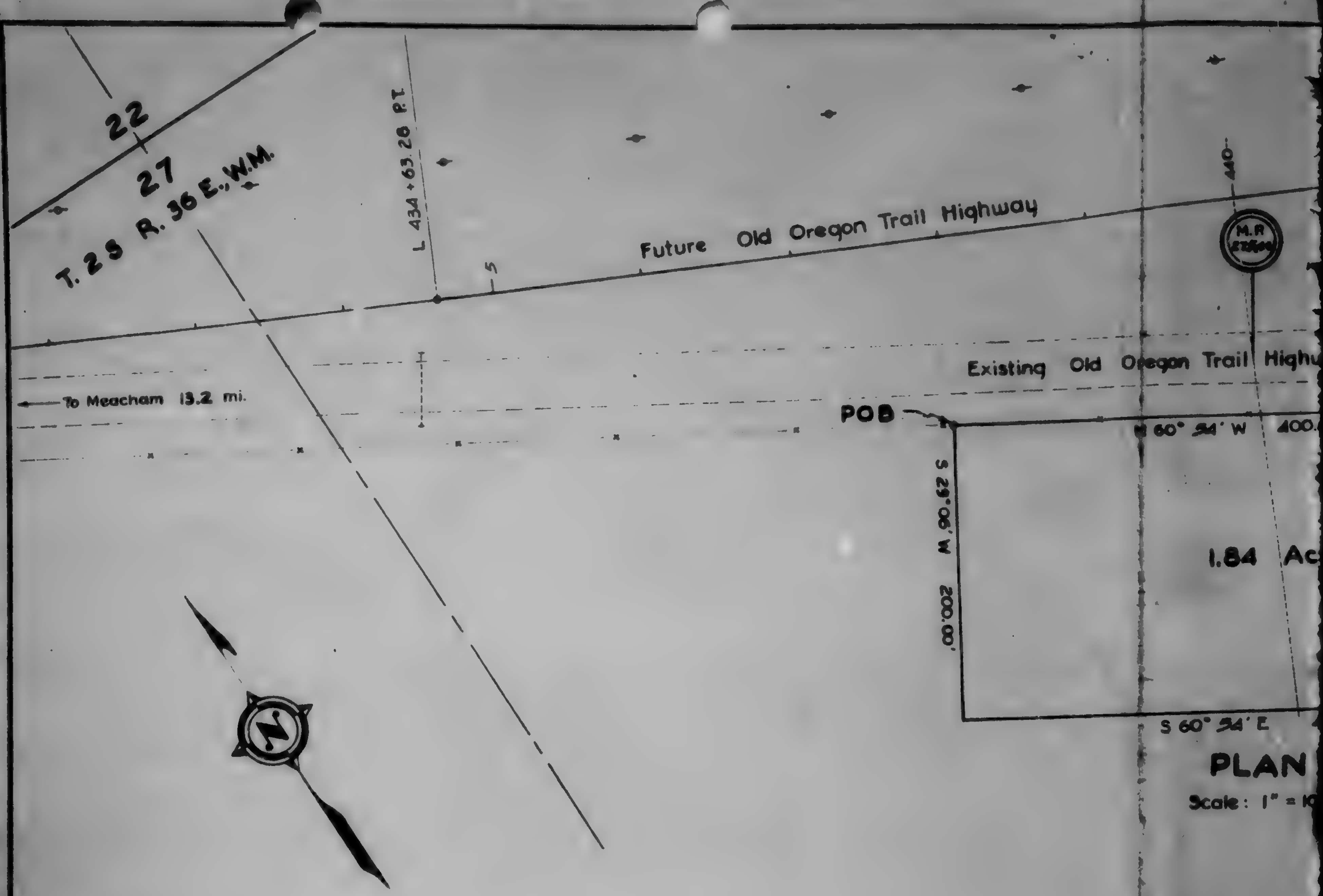


PLAN

Scale: 1" = 100'

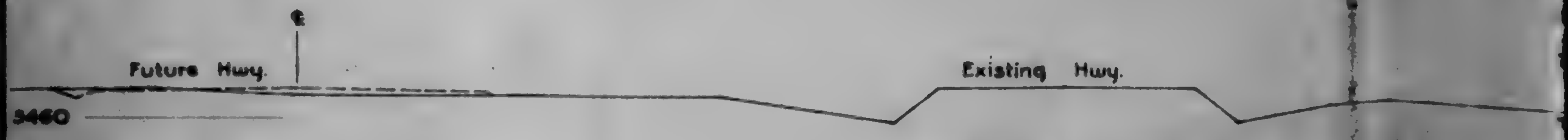
M.P. 275.44

OREGON STATE HIGHWAY DEPARTMENT	
To be acquired under Special Use Permit	U.S. Gov't. Forest Service
For	Sand Shed Site
Highway	Old Oregon Trail
County	Union
Scale As Noted	Date May, 1955



PLAN

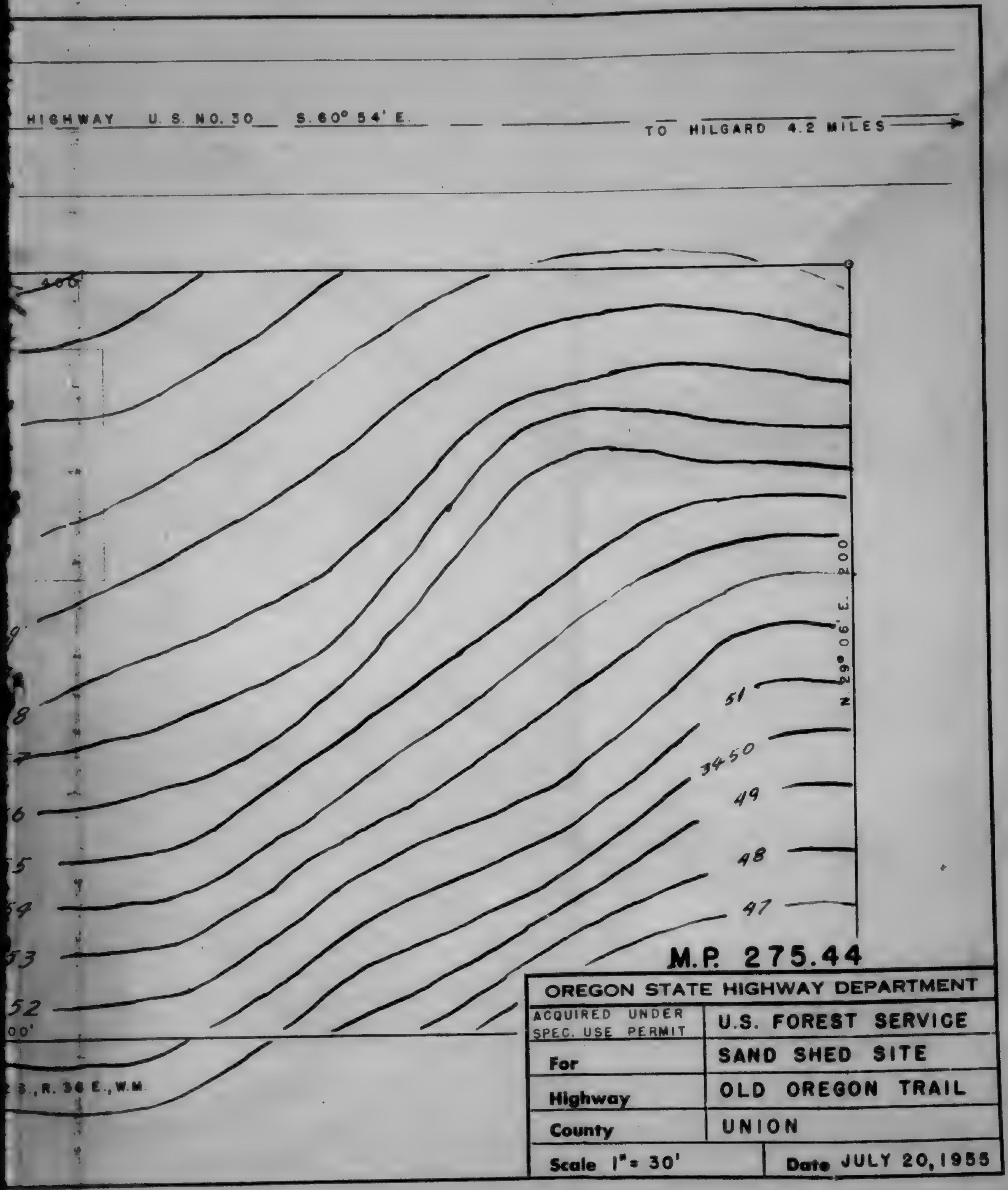
Scale: 1" = 1



CROSS – SECTION

"L" 440+00

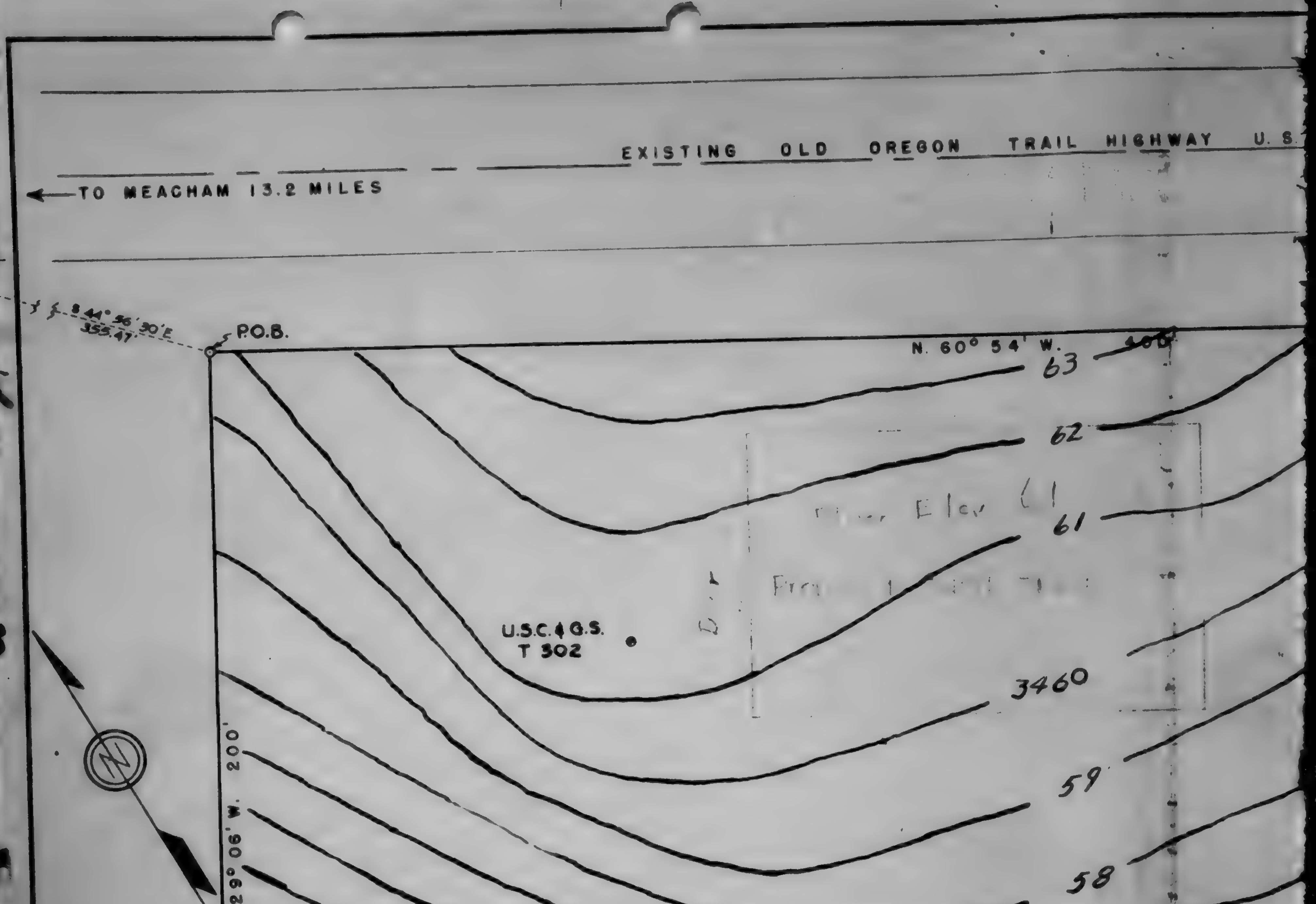
Scale: 1" = 25'

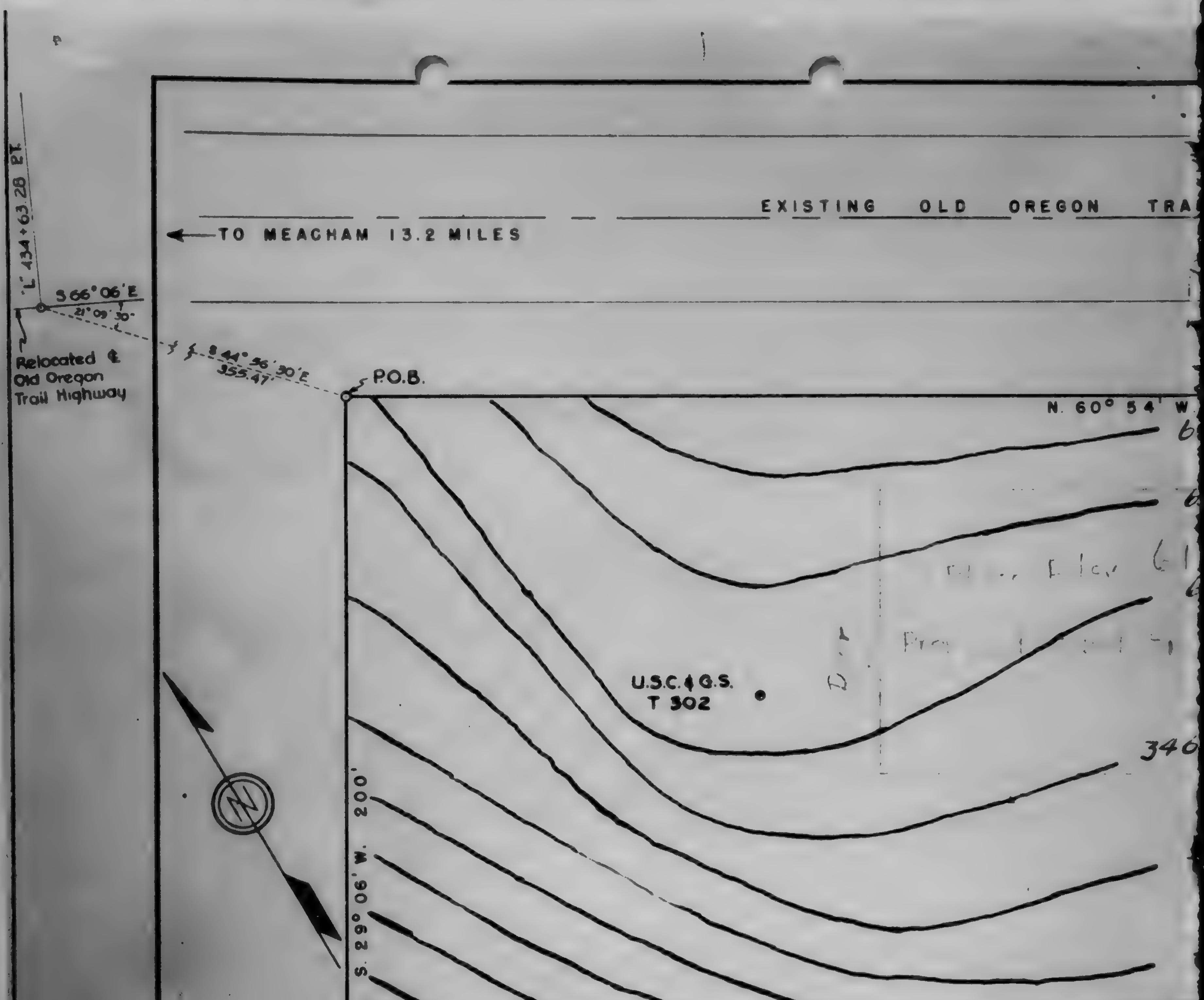


M.P. 275.44

OREGON STATE HIGHWAY DEPARTMENT

ACQUIRED UNDER SPEC. USE PERMIT	U.S. FOREST SERVICE
For	SAND SHED SITE
Highway	OLD OREGON TRAIL
County	UNION
Scale 1" = 30'	Date JULY 20, 1955


EXISTING OLD OREGON TRAIL HIGHWAY U. S.
← TO MEACHAM 13.2 MILES
S 44° 56' 30" E
355.47'
P.O.B.
N. 60° 54' W. 400'
63
62
61
Floor Elev 61
U.S.C.&G.S.
T 302
3460
59
58
57
56
3455
54
53
52
3450
S. 29° 06' W. 200'
S. 60° 54' E. 400'
PORTION NW. 1/4 OF NE. 1/4 SECTION 27, T. 2 S., R. 36 E., W.M.


EXISTING OLD OREGON TRA
TO MEACHAM 13.2 MILES
'L' 434+63.28 PT.
S 66° 06' E
21° 09' 30"
Relocated ℄ Old Oregon Trail Highway
S 44° 56' 30" E
355.47'
P.O.B.
N. 60° 54' W.
Elev 61
U.S.C.&G.S. T 302
346
S. 29° 06' W. 200'
34
3450
S. 60° 54' E.
PORTION NW. 1/4 OF NE. 1/4 SECTION 27, T

RECEIVED
JUL 21 1955
FOR FILING

[illegible]

4614

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1955

SUBJECT: Proposed sand shed at M.P. 275.44 - Old Oregon Trail Highway

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith copies of two letters from Mr. Cannon dated July 13 and July 18 respectively, both relative to the proposed Sand Shed to be constructed at M.P. 275.44 on the Old Oregon Trail Highway. Mr. Cannon also submits a vicinity map and copy of a Special Use Permit from the U. S. Forest Service.

As mentioned in a previous letter this sand shed is one of three which have been proposed for serving the highway over this summit, the other two being located at Meacham M.P. 262.2 and at Cabbage Hill M.P. 249.46. As mentioned in our letter relative to the Chemult sand shed, the budget funds for this purpose in 1955 have all been obligated for the construction of sand sheds at Cabbage Hill, Chemult, Austin and Warm Springs. As you will note from Mr. Cannon's letter of July 18, he plans to submit ground elevations and suggested grade in the next few days so that we do not have this data available; however, the estimated cost of the sand shed being constructed at Emigrant Hill was $16,500, and we believe an identical amount will be required beyond the budget should we plan to build this sand shed this year.

Proposals are being prepared for the rock production project which will furnish sanding material for these three locations and, it has been suggested that the proposal call for the stockpiling of the material needed at this location rather than the placing of it in a sand shed, and with a further provision that should a sand shed be constructed before the project is finished, the placing of the material in the sand shed can be performed by the contractor on the basis of an extra work agreement.

To be included in 1956 Budget

This is an important highway and the sanding of this section is particularly important. Possibly the Commission would wish us to proceed with the construction of this sand shed this year, in which event, they would be willing to permit us to transfer the necessary funds to cover. In this connection we might also point out that there are ample funds available in the Truck Scale Improvement Budget for 1955 that will not be spent and which could be transferred for the construction of this sand shed without changing the totals in our major budgetary items.

Please advise if, in your opinion, this sand shed should be placed under contract this year or carried over to 1956 budget.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

RECEIVED
JUL 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

[illegible]

IAD:db - Enclosures

FORM E-30X—37,500—2-55—32967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 18, 1955

SUBJECT:

To:

Mr. I. A. DeFrance
Asst. Maintenance Engineer
Salem, Oregon

Dear Mr. DeFrance:

We are attaching for the Salem Files, Special Use Permit to cover the Sand Shed Site, M.P. 275.44, Old Oregon Trail Highway near Glover Flat.

In addition to the permit you will find the tracing of the site, copies of which have been submitted to the Forest Service. This sketch should be filed in the Salem Office.

On July 13, 1955, we advised you that the District Ranger, Mr. O'Keefe, told us that the shed roof would need to be painted, either green or brown to comply with the Special Use Provisions. However, after receiving the Special Use Permit, we find this proviso: "If metal roofing material is used, it must be painted; color will be determined by District Ranger". As mentioned before, the ranger advised either green or brown. This matter of roofing color was discussed with the ranger today, who advised that if we used composition roofing, any color would be suitable, provided it was not some bright color that would be obnoxious to the esthetic sense of the travelling public.

In a day or so, we will submit sketch indicating ground elevation.

Very truly yours,

A. F. Parson
Division Engineer

by

C. D. Cannon
Office Engineer

CDC:fs

[illegible]

USFS - Wallowa-Whitman
Oregon State Highway Department
Sand Shed, 7/15/55

rmittee

SPECIAL USE PERMIT

Wallowa-Whitman National Forest.

Permission is hereby granted to Oregon State Highway Department

of La Grande, Oregon,

hereinafter called the permittee, to use, subject to the conditions set out below, the following described lands or improvements:

Building a sand storage shed on Old Oregon Trail Highway at mile post 275.44

This permit covers 1.84 acres [illegible] for the purpose of:

Constructin a sand shed at location as shown on attached plat that is made a part of this agreement.

The exercise of any of the privileges granted in this permit constitutes acceptance of all the conditions of this permit.

1. In consideration for this use, the permittee shall deposit with the Regional Fiscal Agent, Forest Service, NO CHARGE, a check, draft, or money order made payable to the Treasurer of the United States in the sum of ____ dollars ($\_\_\_\_) for the period from \_\_\_\_, 19\_\_, to \_\_\_\_, 19\_\_, and thereafter annually on \_\_\_\_ \_\_\_\_ dollars ($____). The charges for this use may be readjusted from time to time to place this permit on a basis consistent with the charge to other permittees for like privileges.

FORM E-30X—27,500—2-55—62907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 13, 1955

SUBJECT:

To: Mr. I. A. DeFrance
Ass't. Maintenance Engineer
Salem, Oregon

Dear Mr. DeFrance:

Mr. O'Keefe, District Ranger, U.S. Forest Service, called the office advising that our Special Use Permit for the Sand Shed Location, M.P. 275.44, Old Oregon Trail Highway, would be approved as requested.

He advised that one of the Special Provisions ~~would~~ will call for the painting of the shed roof; color, green or brown. We suggest that the painting be included in the contract as one of the specifications.

We expect to have a Special Use Permit within a week. Upon receipt of same, we will send it to you. In the meantime, we presume that plans are being made to contract the construction of the shed at the next meeting of the State Highway Commission.

Very truly yours,

A. F. Parson
Division Engineer

by

C. D. Cannon
Office Engineer

CDC:fs

2. **Construction or occupancy and use under this permit shall begin within** 6 **months, and construction, if any, shall be completed within** 12 **months, from the date of the permit. This use shall be actually exercised at least** 36[illegible] **days each year, unless otherwise authorized in writing.**

3. Development plans; lay-out plans; construction, reconstruction, or alteration of improvements; or revision of lay-out or construction plans for this area must be approved in advance and in writing by the forest supervisor. Trees or shrubbery on the permitted area may be removed or destroyed only after the forest officer in charge has approved, and has marked or otherwise designated that which may be removed or destroyed. Merchantable timber cut must be paid for by the permittee. Trees, shrubs, and other plants may be planted in such manner and in such places about the premises as may be approved by the forest officer in charge.

4. The permittee shall maintain the improvements and premises to standards of repair, orderliness, neatness, sanitation, and safety acceptable to the forest officer in charge.

5. This permit is subject to all valid claims.

6. The permittee, in exercising the privileges granted by this permit, shall comply with the regulations of the Department of Agriculture and all Federal, State, county, and municipal laws, ordinances, or regulations which are applicable to the area or operations covered by this permit.

7. The permittee shall take all reasonable precautions to prevent and suppress forest fires. No material shall be disposed of by burning in open fires during the closed season established by law or regulation without a written permit from the forest officer in charge or his authorized agent.

8. The permittee shall exercise diligence in protecting from damage the land and property of the United States covered by and used in connection with this permit, and shall pay the United States for any damage resulting from negligence or from the violation of the terms of this permit or of any law or regulation applicable to the national forests by the permittee, or by any agents or employees of the permittee acting within the scope of their agency or employment.

9. The permittee shall fully repair all damage, other than ordinary wear and tear, to national forest roads and trails caused by the permittee in the exercise of the privilege granted by this permit.

10. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this agreement or to any benefit that may arise herefrom unless it is made with a corporation for its general benefit.

~~11. Upon abandonment, termination, revocation, or cancellation of this permit, the permittee shall remove within a reasonable time all structures and improvements except those owned by the United States, and shall restore the site, unless otherwise agreed upon in writing or in this permit. If the permittee fails to remove all such structures or improvements within a reasonable period, they shall become the property of the United States, but that will not relieve the permittee of liability for the cost of their removal and restoration of the site.~~

12. This permit is not transferable. If the permittee through voluntary sale or transfer, or through enforcement of contract, foreclosure, tax sale, or other valid legal proceeding shall cease to be the owner of the physical improvements situated on the land described in this permit and is unable to furnish adequate proof of ability to redeem or otherwise reestablish title to said improvements, this permit shall be subject to cancellation. But if the person to whom title to said improvements shall have been transferred in either manner above provided is qualified as a permittee, and is willing that his future occupancy of the premises shall be subject to such new conditions and stipulations as existing or prospective circumstances may warrant, his continued occupancy of the premises may be authorized by permit to him if, in the opinion of the forest supervisor, issuance of a permit is desirable and in the public interest.

13. In case of change of address, the permittee shall immediately notify the forest supervisor.

14. The temporary use and occupancy of the premises and improvements herein described may be sublet by the permittee to third parties without the prior written approval of the forest supervisor and the permittee shall continue to be responsible for compliance with all conditions of this permit by persons to whom such premises may be sublet.

15. This permit may be terminated upon breach of any of the conditions herein or at the discretion of the regional forester or the Chief, Forest Service.

16. In the event of any conflict between any of the preceding printed clauses or any provision thereof and any of the following clauses or any provision thereof, the preceding printed clauses will control.

17. **This permit is subject to the conditions set forth above and to conditions** 18 **to** 18 **attached hereto and made a part of this permit.**

Date July 15, 1955

(Signature of issuing officer)

Acting Forest Supervisor
(Title)

18. If metal roofing material is used, it must be painted. Color will be determined by the District Ranger.

334-1709 Cornelius (N. Main St.) 1956
Paving
4675

RECEIVED
OCT [illegible] 1957
FOR FILING

fil.

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 14, 1957

334-1709		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4675	**3 Final**	**Warren Northwest, Inc.**
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
23450	**H194083**	**$764.97** **10-14-57**

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **Sept. 15, 1956**

Time Extensions: **Aug. 2, 1957**

Completion Date: **Aug. 2, 1957**

Date Accepted: **Oct. 1, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Oct. 15, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: 1957

GC

RECEIVED
OCT 2 1957
FOR FILING

[illegible]

4675

Oct. 2, 1957

CERTIFIED MAIL

Federal Insurance Co.,
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4675 for paving on the Cornelius (N. Main St.) Section in Washington County was completed by the contractor, Warren Northwest, Inc., on Aug. 2, 1957, and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of $764.97 will be released to the contractor on or after October 12, 1957. The total contract amount is $12,182.47, of which amount $500.00 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

emi

RECEIVED
OCT 2 1957
FOR FILING

334-1709

4675

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST [illegible]
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Oct. 1, 1957

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Oct. 1, 1957, had under discussion your request for an extension of time from Sept. 15, 1956, to Aug. 2, 1957, within which to complete your Contract No. 4675, for paving on the Cornelius (N. Main Street) Section in Washington County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
A. G. Skelton
John Burton

NOTED ON CARD
em

RECEIVED
OCT 1 1957

FOR FILING
[illegible] 9

4675

September 30, 1957

Oregon State Highway Commission

Request for extension of time
No. 2
October 1, 1957 meeting

Gentlemen:

Herewith is a request from Warren Northwest, Inc., for an extension of time on the Cornelius City Street Contract, No. 4675, from September 15, 1956 to August 2, 1957.

The contractor bid this project with the anticipation of doing the paving at the same time that he paved the Cornelius-Hillsboro Section, Contract No. 4658. The grading was not completed on that project until the spring of 1957 and the contractor, therefore, did not move in his paving plant until that time. We have suffered no inconvenience nor added expense because of the overrun and I recommend that the extension be granted without penalty.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

[illegible]

[illegible] that the [illegible]

[illegible]

[illegible] and they would maintain [illegible]

CITY OF CORNELIUS
CORNELIUS, OREGON

NOTED
Harold C. Ayers

September 17, 1956

NOTED
V. R. JONES

Oregon State Highway Dept.
Salem, Oregon

Attn: Mr. John W. Cattrall
Engineer, County and City Relations

Dear Sir:

In reference to your letter of May 3, 1956, in which you advised the City of Cornelius that the paving contract had been let and that work would be completed not later than September 15, 1956 on No. Main.

We would appreciate knowing what has delayed this project and if the work is to be completed this year or not. Some work will have to be done on this street very soon, as it is in very bad condition. Therefore an early reply will be appreciated.

Yours very truly,

City of Cornelius

Agnes P. Thompson

Agnes P. Thompson
City Recorder

RECEIVED
SEP 19 1956
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
SEP 19 1956
OREGON
STATE HIGHWAY COMMISSION

Form E-1—[illegible]—12-56

334-1709

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 7, 1957

Section Cornelius (N. Main St.)

Highway City Street County Washington

Contractor Warren Northwest, Inc.

Date of contract April 26, 1956

Date work started April 30, 1957

Project authorization $12,632.06

Exclusive of engineering $11,733.78

Kind of work Paving

Section prefix 334-1709

Contract number 4675

Specified ~~work days~~ date of completion September 15, 1956

~~Work days used~~ Estimated date of completion August 2, 1957

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $12,182.47

Estimated per cent overrun or underrun . . . . overrun . . . . . . 8 9.25 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization $898.28

Engineering cost to date $1,470.53, 163.7 %

Date project was completed August 2, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final submitted to Division Office Thursday.

CONSTRUCTION DIVISION
RECEIVED
SEP - 9 1957

NOTED CE ACE ACE COE

Noted
M. N. Juve

Signed John H. Burton, Res. Engineer

Address 2131 S.W. Scholls Ferry Road, Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

[illegible] 136

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.22	0.22			0.22
Miles partially completed					
Miles completed	0.22	0.22			0.22
Total estimated quantities (contract) (Price Agreement)	2,000	1,800			570
Total quantities corrected to date	3,700	2,371.5			554.55
Estimated quantities moved or placed to date	3,700	2,371.5			554.55
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

A

RECEIVED
AUG 21 1957
FOR FILING
FORM E-30X 3773 3-54 79730

334-1709

4675

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 20, 1957

SUBJECT:

To:

E. A. Pease

We are holding in our safe the warrant pending a time extension from your office.

Warren Northwest, Inc. Contract 4675 Est. 2 $7,514.88

Ledgers Supervisor

cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
AUG 20 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 23 1956
FOR FILING

334-1707

1675

May 22, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4675, which was awarded to you by the State Highway Commission on April 26, for paving on Cornelius (North Main Street) Section in Washington County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

334-1709
4675

April 30, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956 awarded to you State Highway Contract No. 4675 for grading and paving of North Main Street in Cornelius, Washington County.

This award was based on your bid of $11,128.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 26 1956
FOR FILING

334-1709

46.75

April 25, 1956

Anna M. Knox, City Recorder
City Hall
Cornelius, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Cornelius covering the Special City Allotment project on North Main Street in Cornelius.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 12 1956
FOR FILING

334-1709
4675

Cornelius

Salem, Oregon
April 11, 1956

$250,000 Fund agreement (1956)
Cornelius

Mr. H. B. Glaisyer

Herewith an agreement between the State and the City of Cornelius covered under the $250,000 program on city streets. This is ready for execution by the State Highway Commission.

G. S. Paxson

GSP:gm
Attach.

11-4-56

ORDINANCE NO. 222

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF CORNELIUS, A MUNICIPAL CORPORATION OF THE STATE OF OREGON, AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF NORTH MAIN STREET FROM BASELINE TO N. W. FOURTH STREET, A DISTANCE OF APPROXIMATELY 0.24 MILE AND DECLARING AN EMERGENCY.

WHEREAS, the City of Cornelius, Oregon, has heretofore made an application to the State Highway Commission of the State of Oregon for assistance in repair and reconstruction under the provisions of O.R.S. 366.800 and 366.805, and

WHEREAS, the State Highway Commission of Oregon has accepted said application for the improvement of North Main Street from Baseline Street to N. W. Fourth Street, a distance of approximately 0.24 mile, and

WHEREAS, in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" and attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of said project up to $15,000.00 and the City of Cornelius is to agree to pay all costs in excess of $15,000.00, now therefore

THE CITY OF CORNELIUS DOES ORDAIN AS FOLLOWS:

Section 1. That the certain form of agreement hereinabove referred to as "Exhibit A" be entered into by the City of Cornelius, Oregon, and the State of Oregon acting by and through the State Highway Commission providing for the improvement of North Main Street from Baseline Street to N. W. Fourth Street, a distance of approximately 0.24 mile, and said agreement is hereby approved and accepted as submitted.

Section 2. That the Mayor and Recorder be and they hereby are authorized and directed to execute said agreement in triplicate and to deliver the same to the State Highway Commission of the State of Oregon for execution by said Commission.

Section 3. That it is hereby declared that said improvement is necessary and that the same can only be made expeditiously and during the year 1956, weather permitting, if said agreement be promptly entered into with the State Highway Commission of the State of Oregon, an emergency is hereby declared to exist upon the Council's finding that the peace, health, safety and credit of the people of the City of Cornelius, Oregon, be protected and preserved and the convenience of the traveling public properly served by having this Ordinance in full force and effect from and after its passage by the Council and approval by the Mayor as by Charter provided.

Presented and Passed by the Council of the City of Cornelius, this 4th day of April, 1956, by the unanimous vote of a quorum of the Council in attendance at a regular meeting.

Anna M. Knox
Recorder

Approved by the Mayor this 4th day of April, 1956.

Leonard B. Offheim
Mayor

0.13

FORM E-30X—50,000—10-54—79464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Portland, Oregon
January 11th, 1956

SUBJECT:

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

To: Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Under date of December 20th Mr. John W. Cattrall advised that the Highway Commission had approved a 1956 special city allotment program. Included in this program was a project for the City of Cornelius. I am enclosing herewith Survey Authority prepared by L. V. Blickenstaff in the amount of $425 for the preparation of plans and cost estimates for this construction project. Approval is recommended.

A. G. Skelton
A. G. SKELTON
Division Engineer

NOTED
[illegible]

AGS:w
Encl.
cc: John W. Cattrall ✓
L. V. Blickenstaff

RECEIVED
JAN 12 1956
ENGINEER
COUNTY & CITY RELATIONS

No 13

9-15-55

Cornelius

Preliminary Estimate

N. Main Street from Baseline Street northerly to N.W. 4th St a distance of approximately 0.23 mile

Grade, place 8" of base 28' width, 3½" of asphaltic Concrete 22' in width

Item	Quantity	@	Total
Blade Grader	36 hrs	$13.00	$468.00
Excavation trench	50 cyds	4.00	200.00
2½-0 in base	1200 cyds	3.00	3600.00
3/4-0 in base & shoulders	450 cyds	4.00	1800.00
Sprinkling	40 M.gal	3.00	120.00
12" Concrete pipe	250 lin ft.	2.50	625.00
Class "B" asphaltic Concrete	600 tons	8.00	4800.00
RS2 ~~150-200~~ asphalt in seal coat	4 tons	60.00	240.00
Aggregate in seal coat	48 cyds	5.00	240.00

Preliminary Estimate of Construction Costs	$12,093.00	$12,093.00
12½% Engineering & Contingencies	1511.63	~~365.00~~
Flagging	250.00	~~1557.25~~
Survey	425.00	300.00
	$14,279.63	14,315.00

Total Prelim Estimate $14,300

~~12093~~

No. 13

Cornelius. 9-15-55

Investigated condition and use N. Main Street in Cornelius, found it was used extensively by lumber trucks from many small mills, bringing rough lumber to a planing mill and hauling the finished product out to market.

The scope of this planing mill has greatly increased in the past few years and has caused unusual & excessive wear on the street.

The street presently has a 16' to 18' oiled surface in poor condition. Drainage is fairly well controlled though culverts are 10" and some should be replaced with 12".

Believe we can recommend a project on N. Main St.

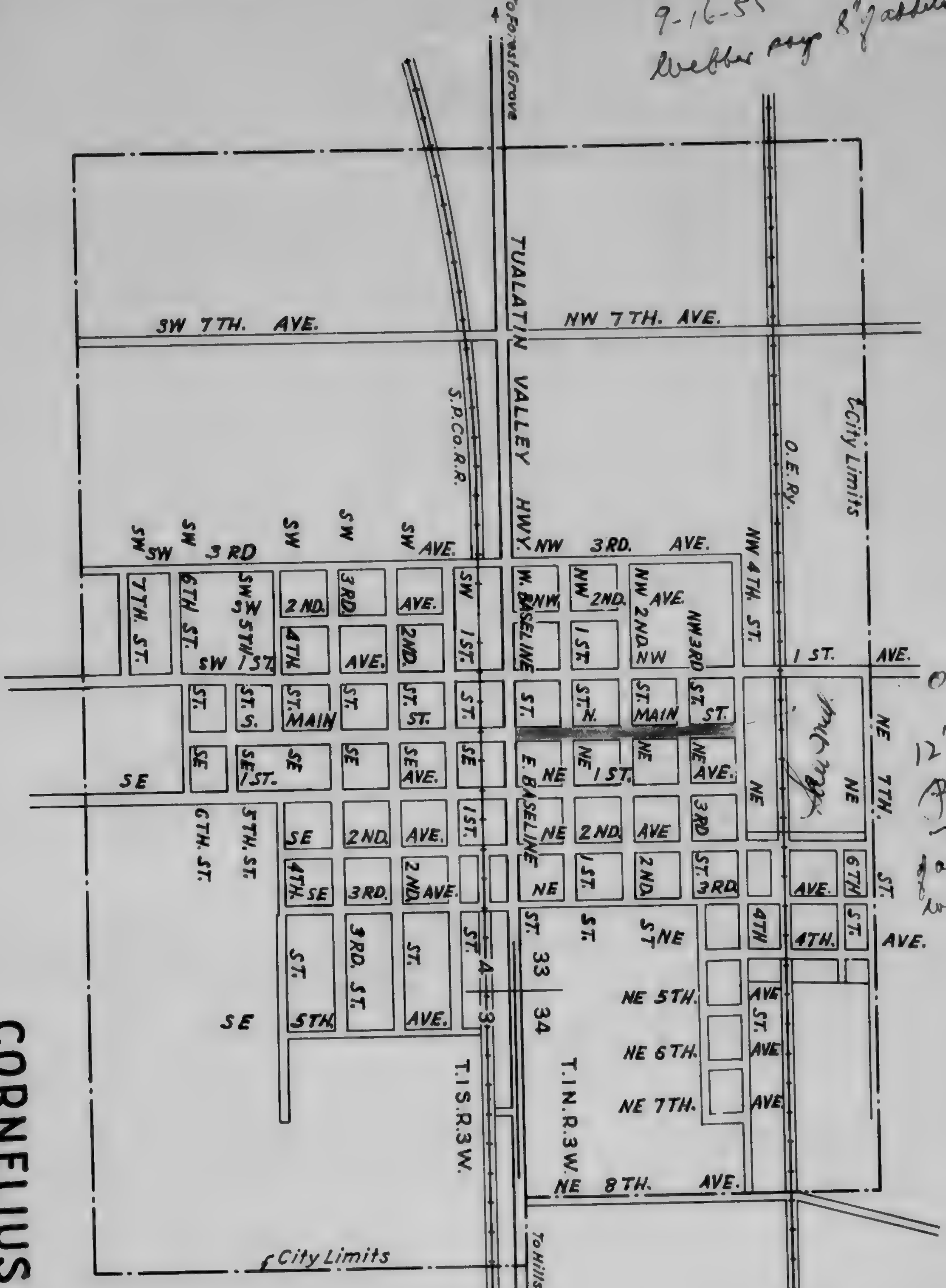
4-12-55
Contacted Frank Young re the "OK"

J. D. Harleman

7

No 13

9-16-55
Webber says 8" of additional base



0.23 ?

12' to 16' wide
poor condition
no drainage
if any greater width
will be needed

CORNELIUS
Scale 1"=800'

Rev. 11-19-54

14.

4.6.55

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Cornelius is an incorporated city of the State of Oregon, and has a population of 998, as given by the latest official census, and

WHEREAS, the following streets of said city, North Main

Form cc-50 (1953 Rev.)
Special City Allotment

street as first choice, and N. E. 4th St. as second choice.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

North Main

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Cornelius does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate J. D. Harleman City Manager as the official representative of the city in all negotiations resulting from this request.

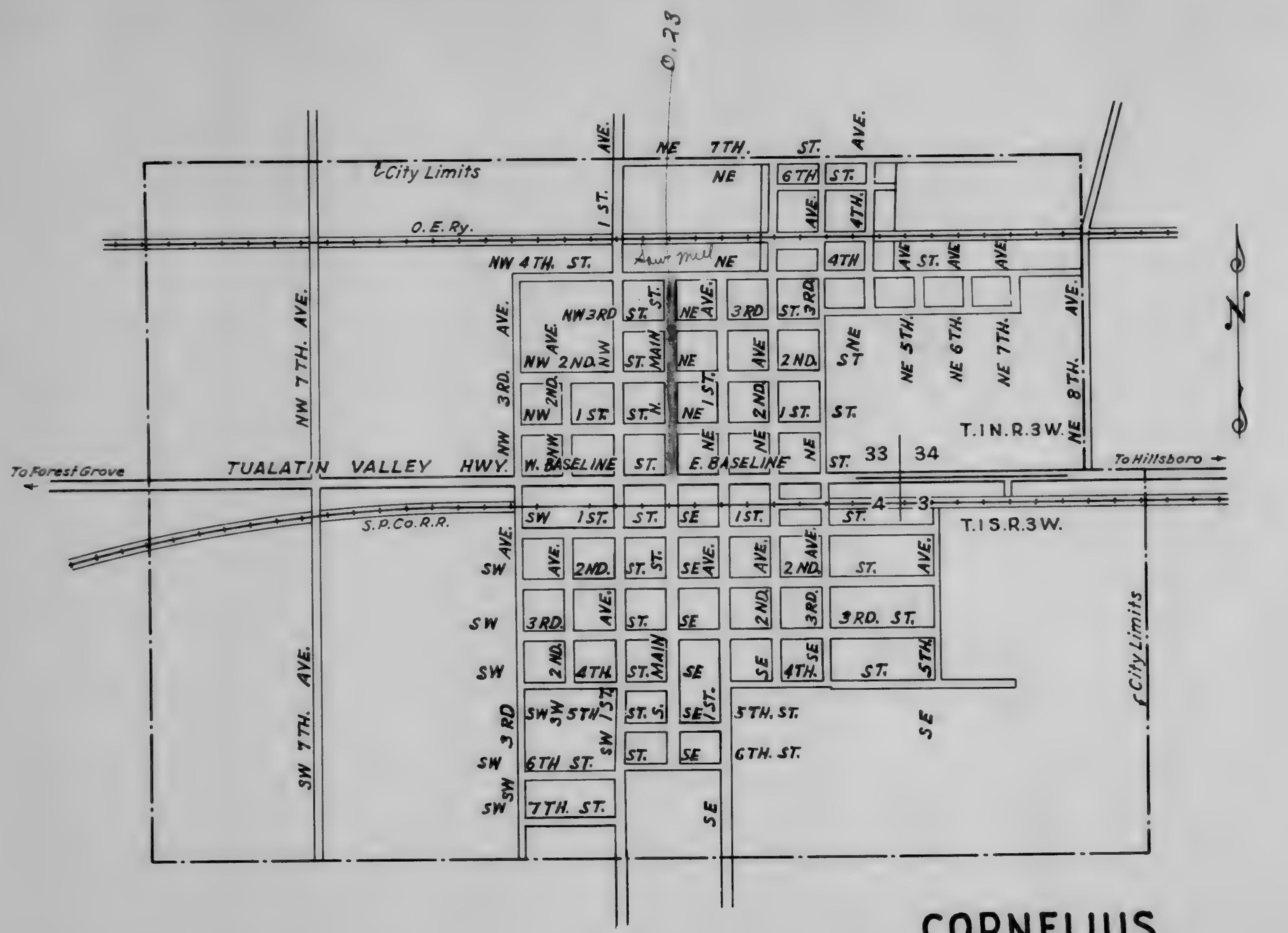
Passed and approved this 6th day of April, 19 55

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cornelius at a regular or special meeting of said Council, held on the 6th day of April, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 7th day of April, 1955.

Agnes L. Thompson
City Recorder



CORNELIUS

Scale 1"=800'

Rev. 11-19-54

4-1602 Division Nos. 1 & 2 guardrail 1956
project
4676

A

4-1602
4676

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 14, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4676	2-Final	Vern Hoaglin	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17057	H-158180	$ 500.00	8/14/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: July 3, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-17-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 17 1956

Ruth Rawlings

NOTED ON CARD

A

RECEIVED
AUG 7 1956

~~FOR FILING~~
4-1612

447

August 7, 1956

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4676 covering Divisions 1 & 2 Guard Rail Project on four State Highways in Clatsop, Tillamook and Columbia Counties was completed by the contractor, Vern Hoaglin, on July 3 and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of ~~$[illegible]~~ 500.00 will be released to the contractor on or after August 17, 1956. The total contract amount is $8,325.80, of which amount $233.80 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: American Surety Company of New York
R. E. Morehead, Agent
600 Yeon Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
JUL 27 1956
FOR FILING
4-1602

4 [illegible]

July 27, 1956

CERTIFIED MAIL

American Surety Company of New York
David A Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Vern Hoaglin on contract No. 4676, covering Divisions 1 & 2 Guard Rail Project on four State Highways in Clatsop, Tillamook and Columbia Counties. This payment, in the amount of $7,825.80, will be released to the contractor on or after August 6, 1956. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: American Surety Company of New York
R. E. Morehead, Agent
600 Yeon Bldg.
Portland, Oregon

NOTED ON CARD

Form E-1—10M—10-55

A

[illegible]GON STATE HIGHWAY DEPART[illegible]T

4-1602
4676

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 14, 1956

Section Division 1 & 2 Guard Rail Project

Kind of work Guard Rail

Highway 4 State Highways

Section prefix 4-1602

Contractor Vern Hoaglin

Contract number 4676

Date of contract April 27, 1956

Date of completion August 31, 1956

Date work started June 11, 1956

Estimated date of completion July 3, 1956

Project authorization $ 9,171.00

Exclusive of Engineering $ 8,518.84

Per cent of time elapsed -- %

Estimated cost of completed project, exclusive of engineering $ 8,325.80

Estimated per cent ~~overrun~~ or underrun 2.3 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 652.16

Engineering cost to date $ 639.51, 98.1 %

Date project was completed July 3, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-final Estimate for this project was completed and mailed to Salem on Tuesday.

The Contractor on this job used good equipment, worked steadily and there was very little interference with traffic. I consider his work as good.

THIS WILL BE THE FINAL REPORT ON THIS PROJECT.

RECEIVED
JUL 16 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED

NOTED
R. D. ASBURRY

NOTED
L. H. Young

Signed E. J. Hall

Address P.O. Box 543 Astoria

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89713

RECEIVED
JUN 7 - 1956
FOR FILING

4-1602

4676

June 6, 1956

Mr. Vern Hoaglin
446 Bertha-Beaverton Hwy.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4676, which was awarded to you by the State Highway Commission on April 27, 1956, covering Divisions 1 & 2 Guard Rail construction on four State Highways in Clatsop, Tillamook, and Columbia Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 1 - 1956

FOR FILING

4-16m
4676

April 30, 1956

Mr. Vern Hoaglin
446 Bertha-Beaverton Highway
Beaverton, Oregon

Dear Mr. Hoaglin:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4676 for Divisions Nos. 1 and 2 Guardrail Project on four highways near Astoria, Vernonia and Tillamook, in Clatsop and two other counties.

This award was based on your bid of $8,092.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

12-8316 Beech Cr. Mt. Vernon Rock 1956
Production
4677

W.C. Williams

January 14, 1957 A

FINAL COST ANALYSIS

Beech Cr.-Mt. Vernon Section
Contract #4677
12-8316

Pendleton-John Day-Beech Cr. Hwys.
Prefix 12-8316

E. H. Itschner Co. Contractor
Kenneth Berg, Resident Engineer

4677 Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4-½ Cr. Mat. in Stock P.	3,963.29	Cu.Yds.	$ 2.55	$ 2.159	$ 8,559.05	$ 10,106.39
½-¼ Cr. Mat in Stock P.	3,219.89	Cu.Yds.	2.55	2.159	6,954.05	8,210.72
¼-10 Cr. Mat. in Stock P.	1,629.74	Cu.Yds.	2.55	2.159	3,520.91	4,155.84
½-10 Cr. Mat. in Stock P.	751.92	Cu. Yds.	2.55	2.159	1,625.71	1,917.40
Haul Adj., Favor of State	1,793.3	Yd.Mile	0.10			- 179.33
Force Account					119.00	124.95
					$20,778.72	$24,335.97

W. C. WILLIAMS

Gross Revenue	$24,335.97
Total Cost	20,778.72
Net Profit	$ 3,557.25

Net Profit Equals 14.6% of Gross Revenue.

RECEIVED
[illegible] 1957
OFFICE OF
[illegible] ENGINEER

DETAIL OF COST on Contrac[illegible]4677

Labor:		
Labor and Supervision	$6,603.83	
Labor Insurance	459.51	
		$7,063.34
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (owned)	6,039.39	
Hired Trucks	3,054.21	
Gas, Oil & Grease	2,668.36	
P.L. & P.D. Insurance	113.82	
Small Tools & Misc. Supplies	237.95	
Freight & Cartage	470.80	
License & Permits	152.63	
Bond	182.52	
Home Office & General Overhead	795.70	
		$13,715.38
Total Cost		$20,778.72

Break down of Crushing Cost

	QUantity	Unit	Total Cost	Unit Cost
Move in & set up	9,564.8	Cu.Yds.	3,090.02	0.323
Load & Haul to Crusher	9,564.8	Cu. Yds	3,157.16	0.331
Crushing	9,564.8	Cu.Yds.	6,661.45	0.696
Haul to Stockpiles	9,564.8	Cu.Yds.	6,710.81	0.701
Stockpiling	9,546.8	Cu.Yds.	1,040.28	0.108
	9,564.8	Cu.Yds.	$20,659.72	$2.159

The Crusher operated 128 hrs. for an average production of 74.7 Cu. Yds. per working hour.

Remarks:

This was a "State Project" calling for the furnishing of approximately 9,000 cu. yds. of crushed gravel in stockpiles on the Pendleton-John Day, John Day & Beech Creek Highways. The project was bid April 27, 1956. Work started May 8, 1956, and the project was completed May 31, 1956.

On April 27, 1956 the contractor started moving in a Three crusher unit into a gravel deposite located 0.3 miles southerly from Mile point 154.3 on the John Day Highway. The plant was fed with 3/4 Cu. yd. shovel, two 6 yd. dumptors. A D-7 Cat was used part time around the plant. All crushed materials were hauled to stockpiles in hired trucks.

The Contractor having high production with very little down time realized a nice profit from this project.

Note: Received contractor's cost Dec. 19, 1956.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

A

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 26, 1956

12-8316
4677

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4677	2-Final	E. H. Itschner Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15210	R-156131	$ 710.11	7/2./56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: May 31, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL [illegible]

R. Rawlings

[illegible]

RECEIVED
JUL 6 1956
FOR FILING

12-X216

4677

July 6, 1956

CERTIFIED MAIL

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland, Oregon (4)

Gentlemen:

State Highway contract No. 4677 for work performed on the Beech Creek-Mt. Vernon Section of the Pendleton-John Day & Beech Creek Highways in Grant County was completed by the contractor, E. H. Itschner Co., on May 31, 1956 but has not yet been accepted by the Highway Commission.

Final payment in the amount of $710.11 will be released to the contractor after acceptance by the Commission. The total contract amount is $24,335.97 of which amount $124.95 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
7-6-56
rn

RECEIVED
JUN 28 1956
FOR FILING

12-826

4-11

June 27, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co. on contract No. 4677, for rock production on the Beech Creek-Mt. Vernon Section of the Pendleton-John Day and Beech Creek Highways in Grant County. This payment, in the amount of $23,625.86, will be released to the contractor on or after July 7, 1956. The retained percentage is $730.70.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

RECEIVED
MAY 29 1956
FOR FILING

12-8316

4677

May 29, 1956

E. H. Itschner Co.
P. O. Box 316
Molalla, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4677, which was awarded to you by the State Highway Commission on April 27; for rock production on the Beech Creek-Mt. Vernon Section of the Pendleton-John Day and Beech Creek Highways in Grant County

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 1 - 1956
FOR FILING

12-8316

4677

April 30, 1956

E. H. Itschner Co.
Molalla, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4677 for the Beech Creek-Mt. Vernon Rock Production on the Pendleton-John Day and Beech Creek Highways, in Grant County.

This award was based on your bid of $22,950.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

14-1601 Second St. Connection 1956
(Hood River)
4678

A

14-1681
4678

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 21, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4678	3-Final	G. M. Snider, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20460	H-161581	$ 867.00	9/21/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: None

Completion Date: July 26, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-24-56.

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 24 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 14 1956
~~FOR FILING~~
14-1601

4678

September 14, 1956

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4678 for illumination installation on the Hood River Section of the Columbia River Highway in Hood River County was completed by the contractor, C. M. Snider, Inc., on July 26 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $867.00 will be released to the contractor on or after September 24, 1956. The total contract amount is $5,074.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: American Surety Company of New York
Booth & Kelly Insurance
414 East 2
The Dalles, Oregon

NOTED ON CARD

RECEIVED
MAY 29 1956
FOR FILING

14-1401

4678

May 29, 1956

G. M. Snider, Inc.
216 Court Street
The Dalles, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4678, which was awarded to you by the State Highway Commission on April 27, covering illumination installation on the Columbia River Highway at Hood River.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 16 1956
FOR FILING

14-1171

4625

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WE NION

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

1201

The filing time shown in the date line on domestic ceipt is STANDARD TIME at point of destination

PRA220

1956 MAY 14 PM 5 16

PR TDA027 NL PD=THE DALLES ORG 14=
SECRETARY=
STATE HIGHWAY COMMISSION SALEM ORG

FOLLOWING WIRE SENT R G SAVAGE ASSISTANT COMMISSIONER STATE ACCIDENT COMMION SALEM ORG " CONFIRMING TELEPHONE CONFIRMATION TO OPEN ACCOUNT FOR GARNET M SNIDER DBA SNIDER ELECTRIC THE DALLES OREGON EFFECTIVE AS OF JANUARY 2, 1956. CONTRIBUTION FOR JANUARY FEBRUARY AND MARCH 1956 FOR TOTAL SUM OF 20.89 HAVE BEEN FORWARDED UNDER THE NAME OF SNIDER ELECTRIC"=

GARNET M SNIDER=.

NOTED
FLOYD QUERY

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
MAY 1 - 1956
FOR FILING

14-1601

4678

April 30, 1956

G. M. Snider, Inc.
216 Court St.
The Dalles, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4678 for the installation of eleven mercury-vapor luminaires on the Second Street connection to Columbia River Highway, in Hood River County.

This award was based on your bid of $5,100.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
APR 3 - 1956
FOR FILING

14-160
4678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1956

SUBJECT: Illumination Installation
Second Street Interchange
Columbia River Highway -
Hood River

To: P. M. Stephenson
Bridge Engineer
Office

At its meeting on January 26 and 27, 1956, the State Highway Commission approved the installation of luminaire units at the Second Street interchange on US30 at Hood River. There are attached plans, specifications and cost summaries for this installation.

Will you please prepare this installation for letting to contract at the April meeting of the State Highway Commission.

F. B. Crandall
Traffic Engineer

VJ:bc
njs

Attachments

cc: G. S. Paxson
C. H. Maison

RECEIVED
MAR 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
MAR 8 - 1956
FOR FILING

4-1
1 [illegible]

February 7, 1956

Hood River Chamber of Commerce
Hood River, Oregon

Attention: Mr. Ed Steele, Manager

Gentlemen:

The State Highway Commission at its meeting on January 26 had under discussion your request that consideration be given to the need for illumination on the Second Avenue Bridge which serves as an access roadway from the city to US 30.

In its discussion of this matter the Commission had the benefit of a report from the Engineer, giving the results of a traffic engineering investigation. It appeared from the report that there is sufficient warrant for illumination of the interchange and structure. The Engineer estimated the cost of such a project at $7,000. I am pleased to inform you that the Commission authorized the expenditure.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

RECEIVED
FEB 6 1956
FOR FILING

FORM E-303—50,000—10-54—9484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1956

SUBJECT: Illumination
2nd Avenue Interchange
Columbia River Highway
Hood River

To: V. P. Johnson
Traffic Control Engineer
Office

Agenda Item 4. e-1

The State Highway Commission at its meeting of January 26-27 approved an expenditure of $7,000 for illumination of the above referred to interchange to be taken from 1956 Minor Betterment Funds for Illumination Projects to be Selected.

Will you prepare the necessary plans looking to letting this to contract at an early date. Will you also advise Mr. Stephenson and Mr. O'Neil when you feel you will have this project ready for letting to contract.

F. B. Crandall

F. B. Crandall
Traffic Engineer

J AH:njs

cc: W. W. Stiffler
C. H. Maison
P. M. Stephenson
E. A. Collier
Dean Swift
J. S. Sawyer

NOTED
W. W. STIFFLER

RECEIVED
FEB 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1956
FOR FILING

January 11, 1956

Oregon State Highway Commission

Gentlemen:

At the Commission meeting held November 3 and 4, 1955, Commissioner Reynolds stated that he had been requested by the Hood River Chamber of Commerce to consider the necessity for illumination on the Second Avenue bridge which serves as access from the city to US 30.

Mr. Stiffler advised Mr. Reynolds that we would make an investigation and render a report. The investigation was made by the Traffic Engineering Division, which reveals that during the period from October 9, 1953 to September 30, 1955 there were only three reported accidents in the intersectional area, all of which occurred during the hours of darkness. The area is quite dark at night and the headlights of a motor vehicle do not illuminate the roadbed on the curved approaches. While there have not been many accidents, there is, in my opinion, sufficient warrant for illumination of the interchange and structure. The Secretary will have at the meeting a plan, estimated to cost $7,000, which I hereby recommend. The project can be financed from funds previously approved in the 1956 budget for illumination projects to be selected if you approve.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler
Mr. C. H. Maison

WWS:er 1g

RECEIVED
JAN 6 1956
FOR FILING

Salem, Oregon
January 5, 1956

Mr. R. H. Baldock
State Highway Engineer
Office

Installation of luminaires for purpose of flood lighting Hood River Second Avenue with US30

Attached is the report of Mr. Crandall following a field investigation as to the warrant or justification for the installation of luminaires for the purpose of flood-lighting the Hood River Second Avenue connection with US30.

The investigation was made pursuant to a verbal request from Charles Reynolds at the November, 1955, Commission meeting.

Do you wish to recommend the project?

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

Attachment

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1955

SUBJECT: Illumination
US30-Second Street Interchange
Hood River

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

I have before me Mr. Widdows interoffice of November 15 to you regards illumination of the US30-Second Street interchange, Hood River. It is indicated that the Hood River business interests feel that better illumination of the interchange is necessary to better trap the motorists into coming into Hood River.

Looking to possible needs or warrants for such illumination trafficwise, a check of the accident record does not disclose any serious situation. During the period October 9, 1953, through September 30, 1955, there were only three reported accidents in the intersectional area, all of which occurred during hours of darkness. In one instance an animal ran into the side of a car, in the second a vehicle skidded on icy pavement, and in the third instance there was a rear end collision on US30. It is true that this is a very dark area at night insofar as the overall interchange is concerned and the entrance to the City is not too apparent or inviting. On this basis, there is possibly some warrant for illumination and I attach hereto a plan showing illumination layout, estimated cost of which is $7000. If we do proceed with such installation, I would recommend that it be on the basis of the City committed to care for all maintenance, furnishing of electrical energy and the costs incident thereto.

F B Crandall
F. B. Crandall
Traffic Engineer

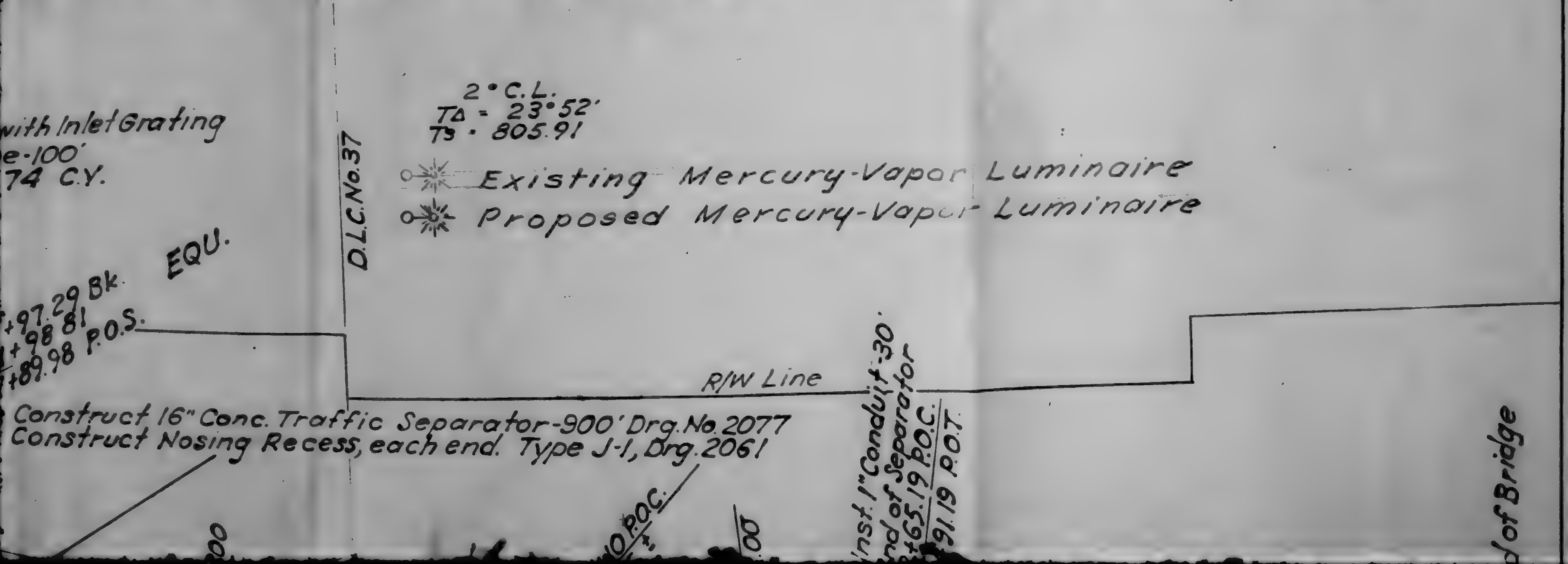
Attachments
FBC:ng
cc: Mr. W. C. Williams
Mr. W. O. Widdows

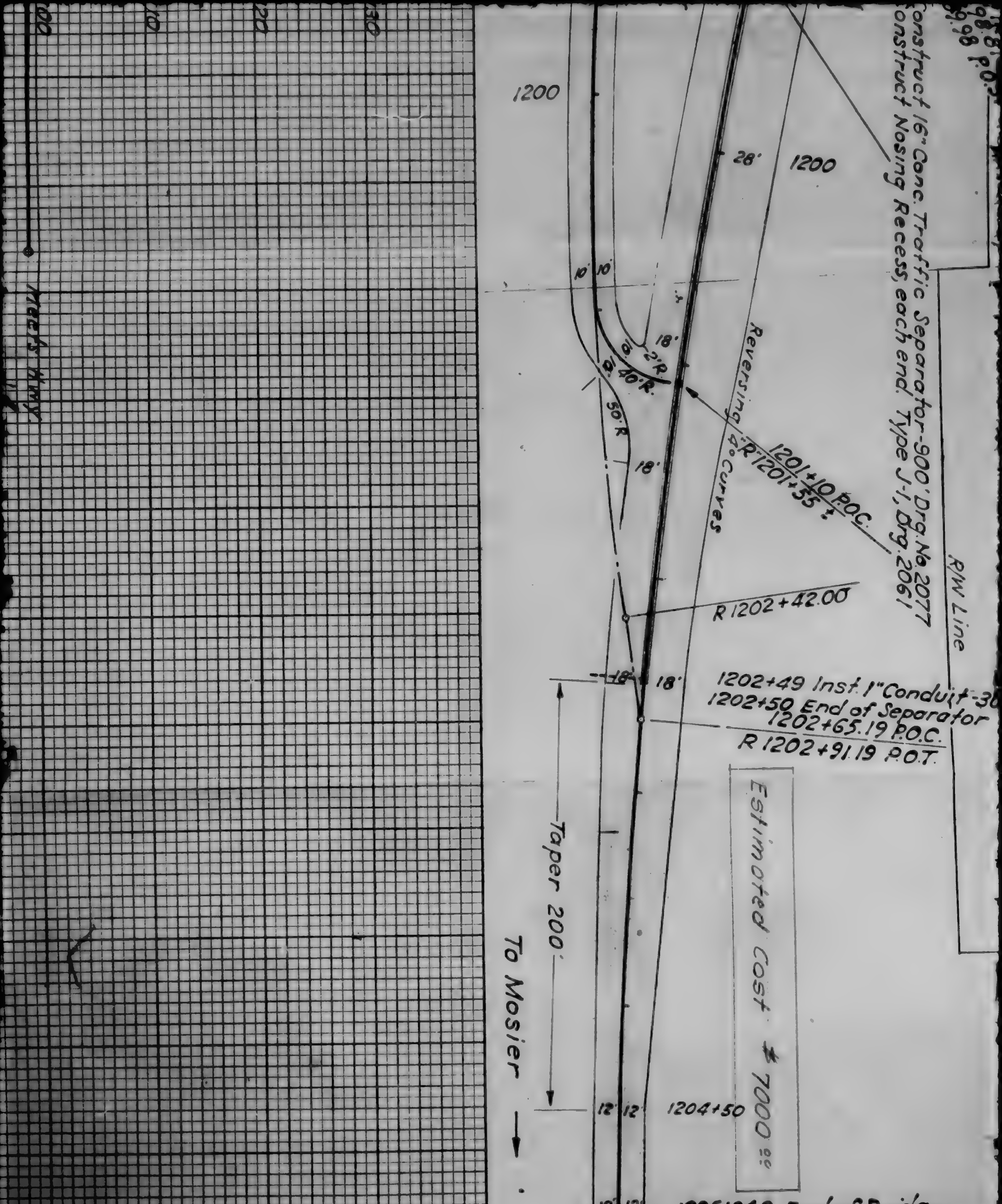
RECEIVED
DEC 5 1955
OFFICE OF
STATE HIGHWAY ENGINEER

	HOOD RIVER-MOSIER SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER & WASCO COUNTIES			SHEET No 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI 174(17)		See Index

NOTE : Location of electrical conduits are to be adjusted by the engineer during construction, to conform with available power service.

D STREET CONNECTION at HOOD RIVER




00
10
20
30
1200
28'
1200
Construct 16" Conc. Traffic Separator-900' Drg. No 2077
Construct Nosing Recess, each end. Type J-1, Drg. 2061
10'
10'
18'
2'R.
10'
40'R.
50'R.
18'
Reversing 4° Curves
1201+10 P.O.C.
R 1201+55 ±
R/W Line
R 1202+42.00
18'
18'
1202+49 Inst. 1" Conduit-30
1202+50 End of Separator
1202+65.19 P.O.C.
R 1202+91.19 P.O.T.
Estimated Cost $7000.00
Taper 200'
To Mosier
12'
12'
1204+50
12'
12'
1205+04.9 End of Bridge

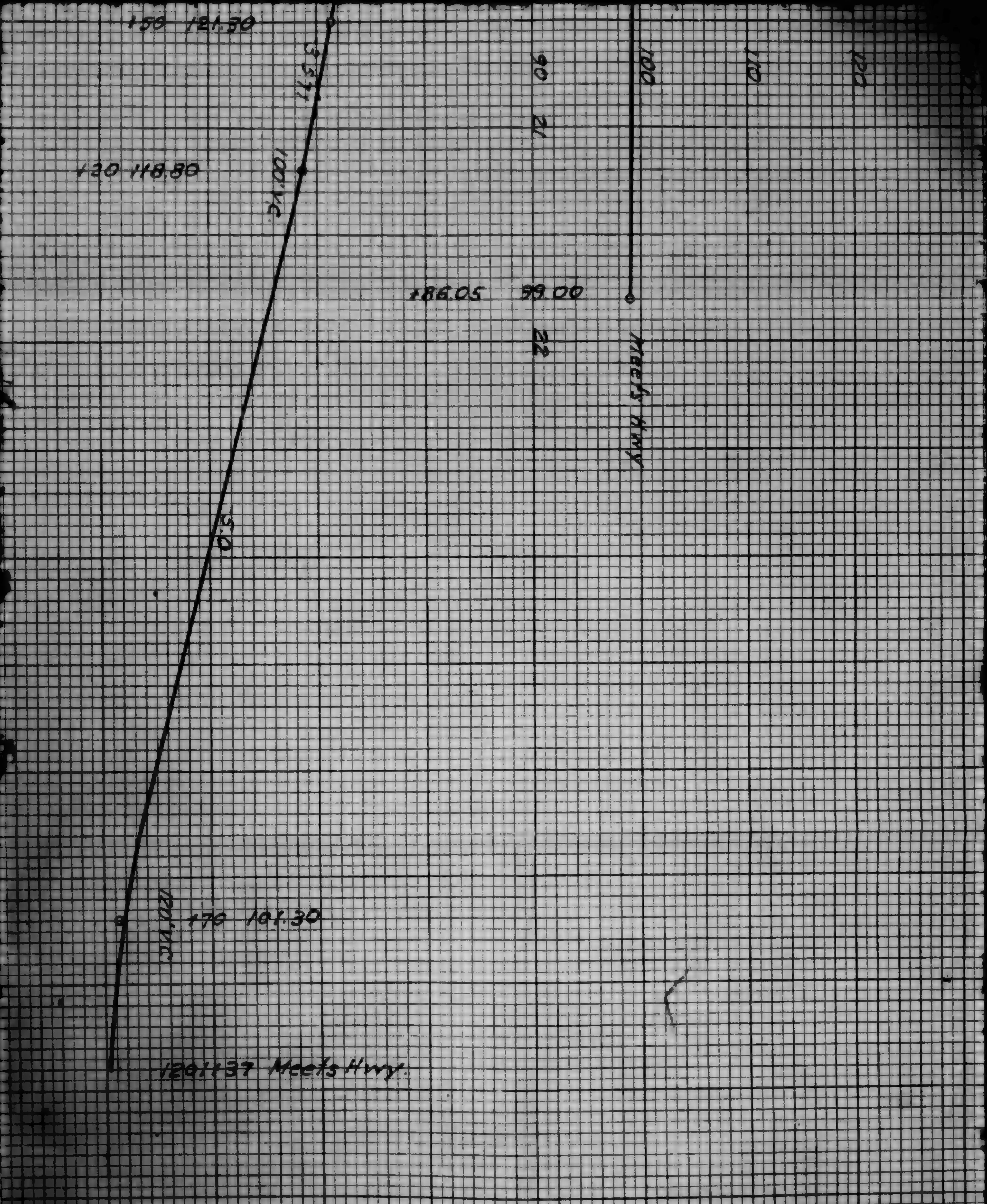
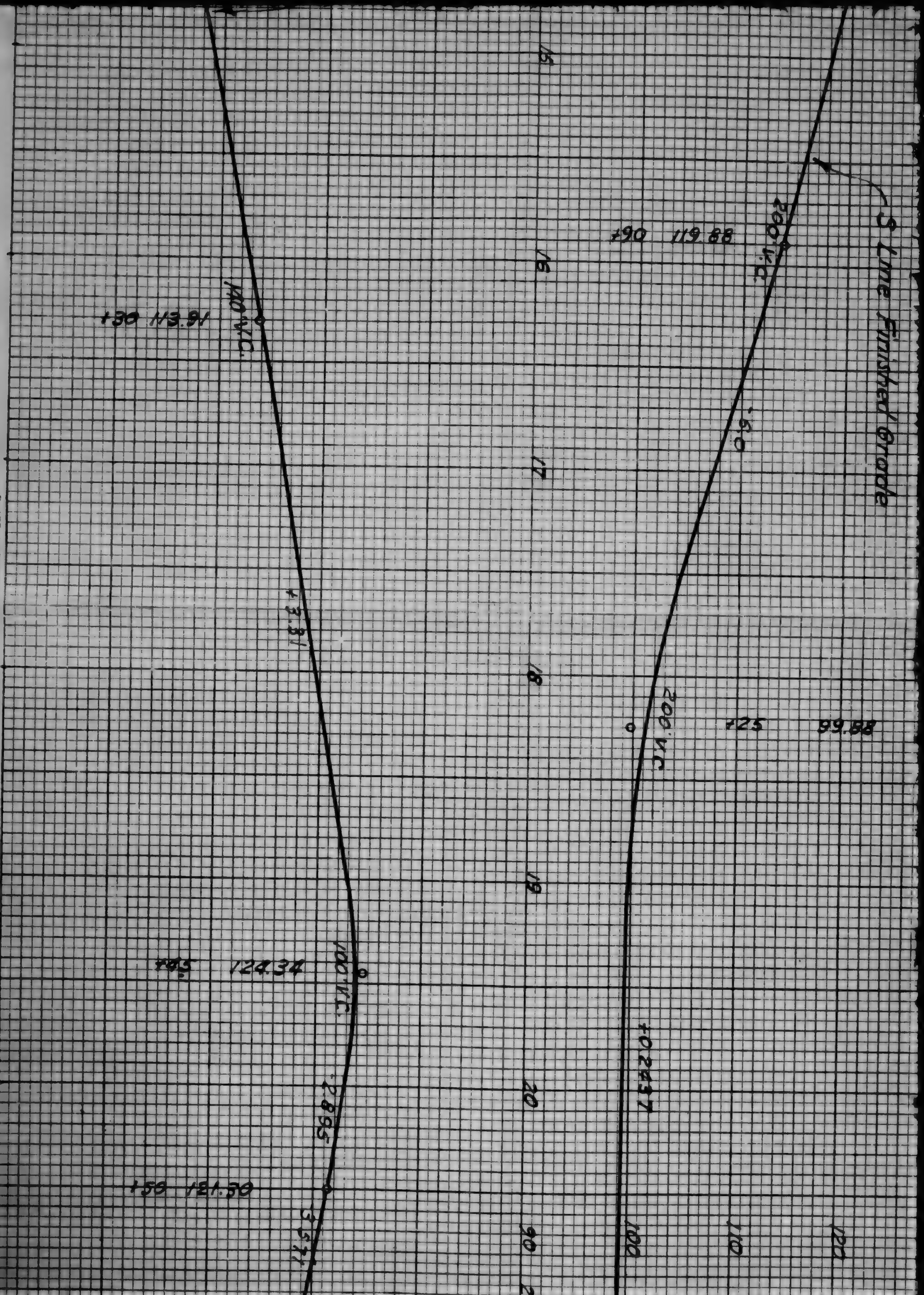
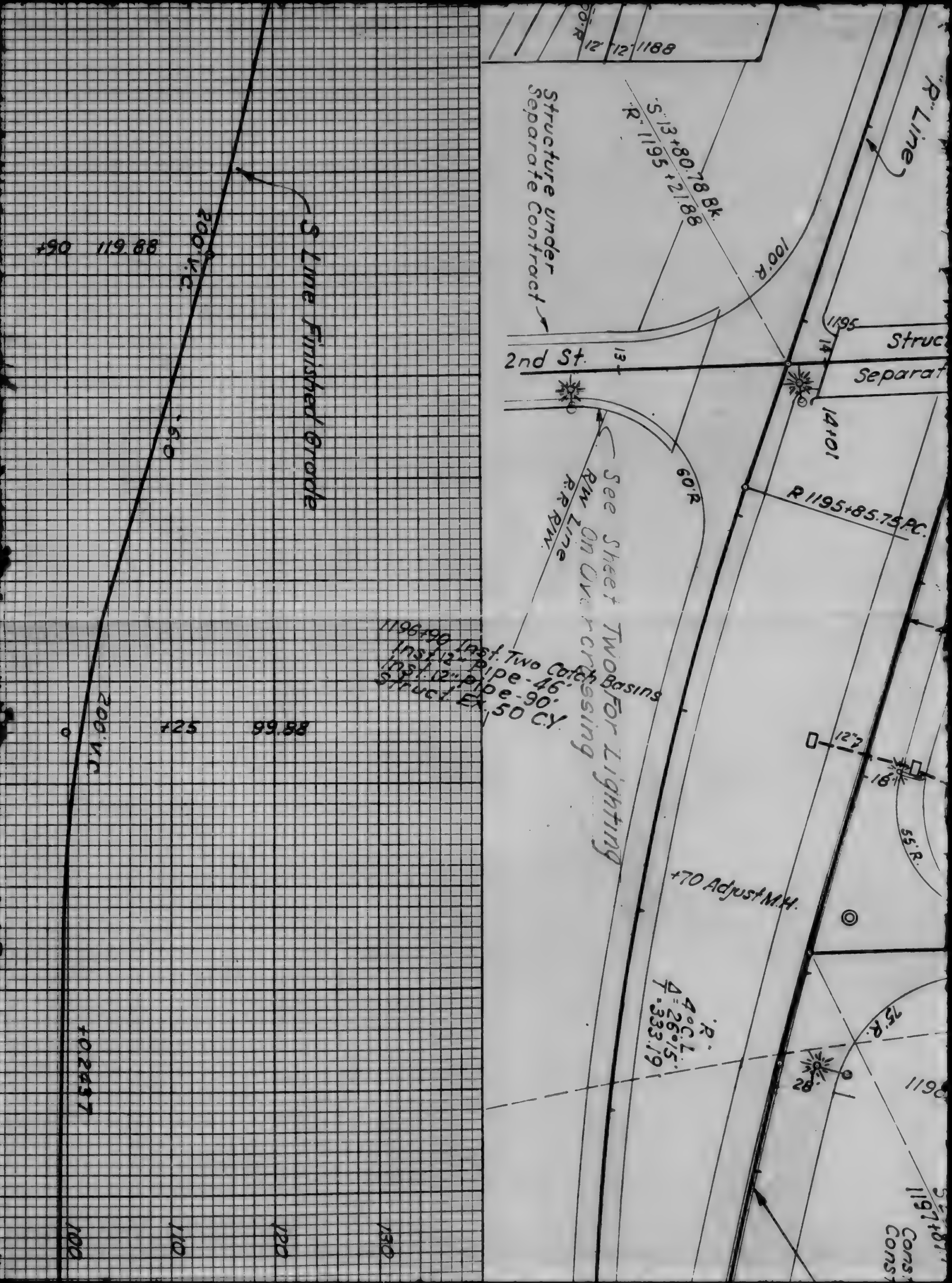
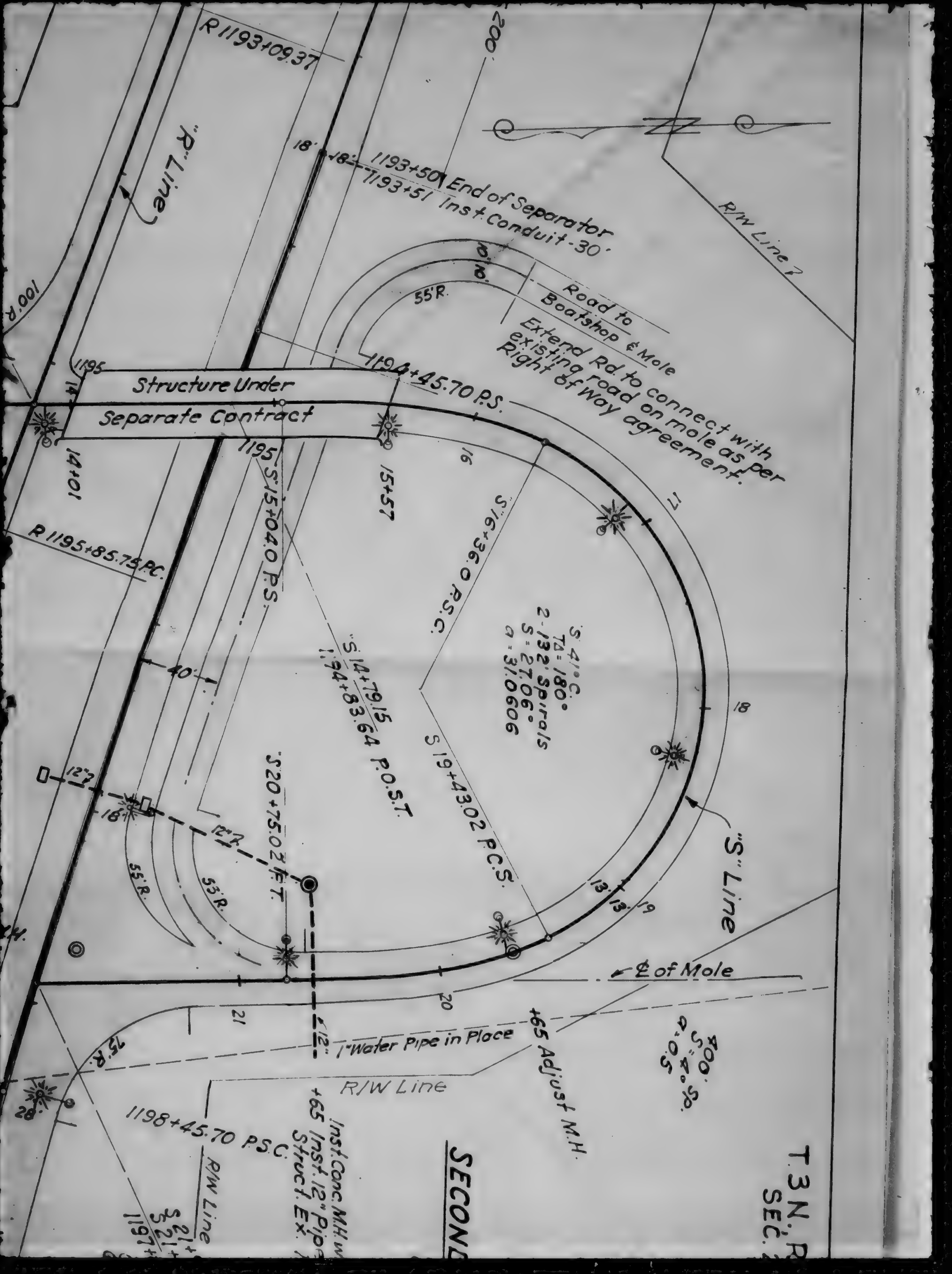

+50 121.30
1.53
100' VC
+20 118.80
+86.05 99.00
90
12
22
100
110
120
Meets Hwy
5.0
120' VC
+70 101.30
1201+37 Meets Hwy
110
110
120
130
90

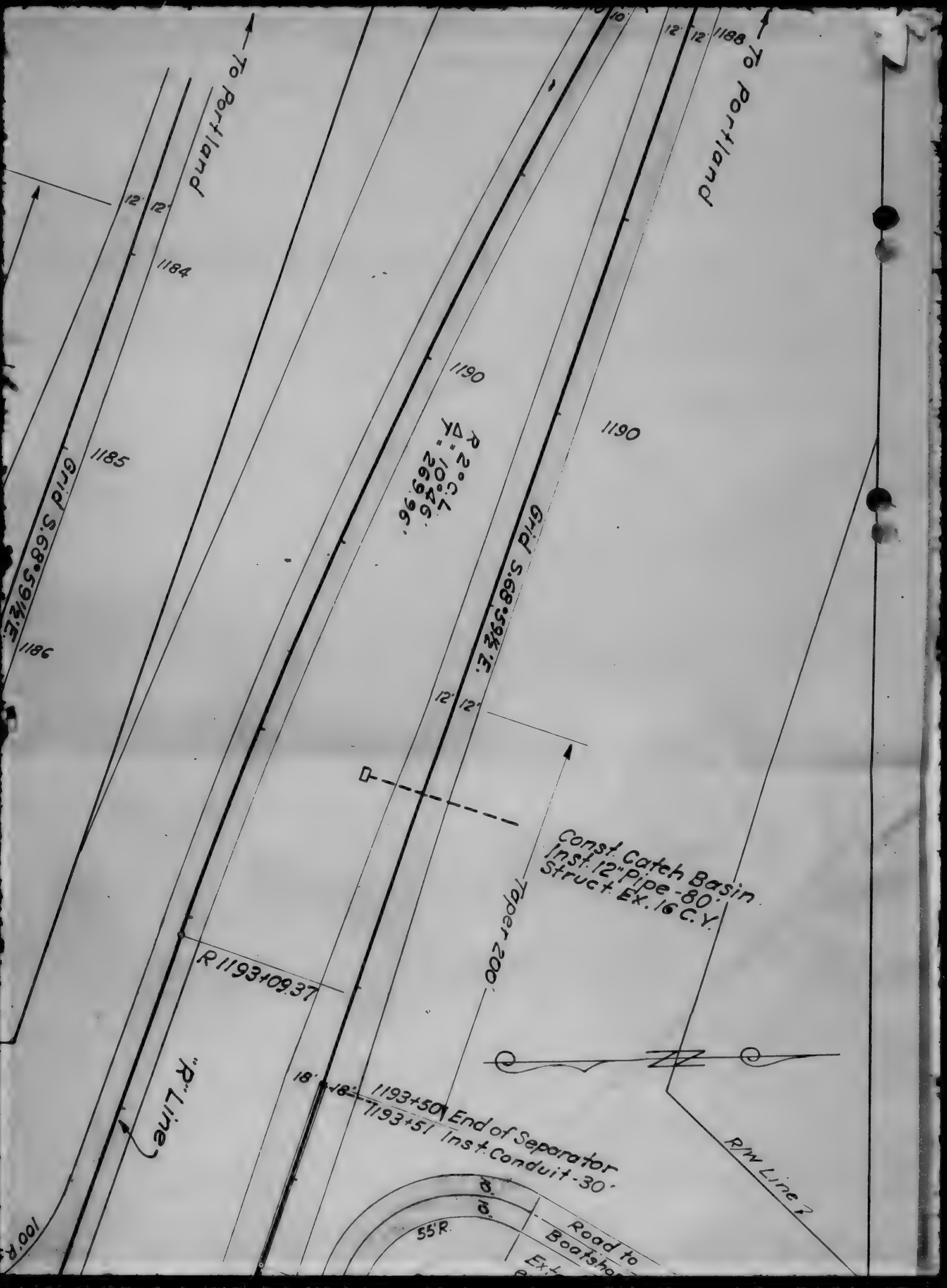
PLATE 4-CROSS SECTION C.P.R.&R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK

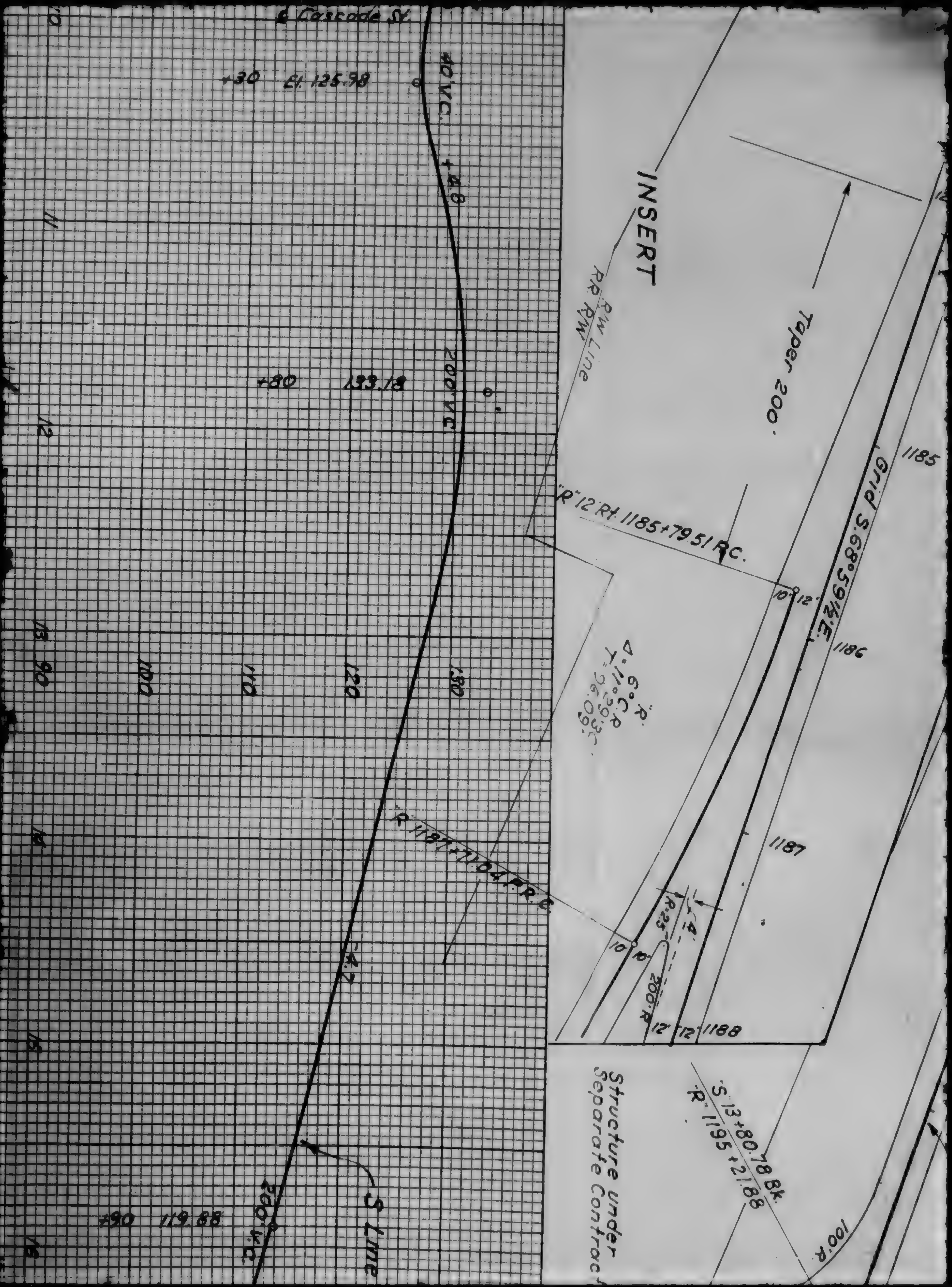
1195



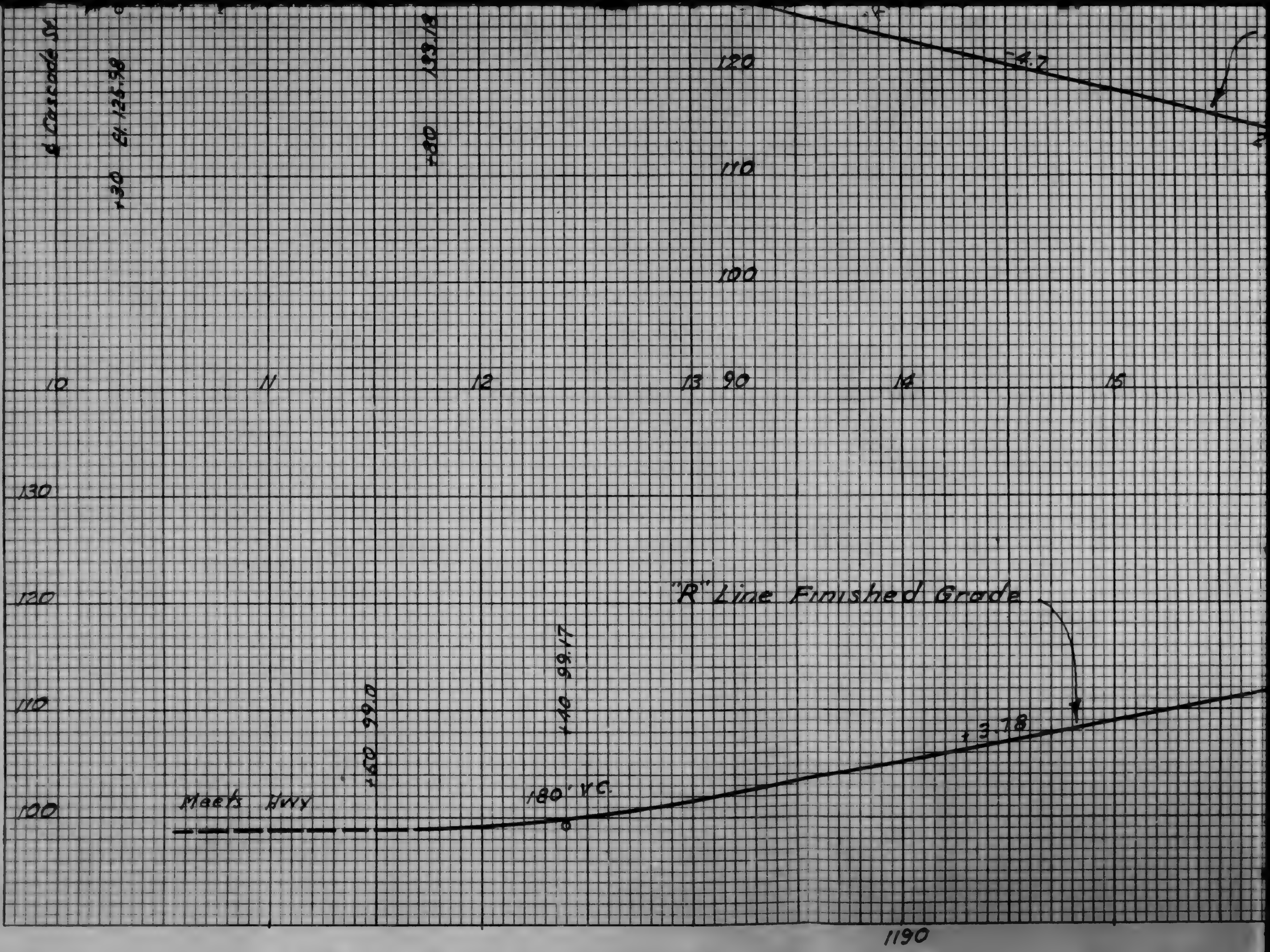

12'
12'
1188
'S' 13+80.78 Bk.
'R' 1195+21.88
Structure under Separate Contract
100'R
'R' Line
1195
Struc
Separat
2nd St.
13
14
14+01
60'R
R 1195+85.75 P.C.
See Sheet Two For Lighting On Overcrossing
R/W Line
R.R. R/W
1196+90 Inst. Two Catch Basins
Inst. 12" Pipe-46'
Inst. 12" Pipe-90'
Struct. Ex. 50 C.Y.
12.7
18
55'R
+70 Adjust M.H.
'R' 4° C.L.
Δ=26°15'
T=333.19
75'R
28
1196
1197+8
Cons
Cons
S Line Finished Grade
+90
119.88
200' V.C.
6.0
200' V.C.
+25
99.88
+02437
100
110
120
130


R 1193+09.37
"R" Line
200'
18'
18'
1193+50 End of Separator
1193+51 Inst. Conduit - 30'
R/W Line
100'R.
55'R.
Road to Boatshop & Mole
Extend Rd. to connect with existing road on mole as per Right of Way agreement.
1195
14'
1194+45.70 P.S.
Structure Under Separate Contract
14+01
15+57
16
17
18
19
20
21
1195
S 15+04.0 P.S.
S 16+36.0 P.S.C.
R 1195+85.75 P.C.
S 14+79.15
1194+83.64 P.O.S.T.
S = 41° C.
TΔ = 180°
2-132' Spirals
S = 27.06°
a = 31.0606
40'
12"
12"
18"
S 19+43.02 P.C.S.
S 20+75.02 F.T.
55'R.
53'R.
13'
13'
"S" Line
℄ of Mole
12"
1" Water Pipe in Place
+65 Adjust M.H.
400'
S = 4.0°
a = 0.5
75'R.
28'
M.H.
R/W Line
1198+45.70 P.S.C.
Inst. Conc. M.H. w
+65 Inst. 12" Pipe
Struct. Ex.
R/W Line
S 21+
S 21+
1197+
SECOND
T.3N., R
SEC.


To Portland
To Portland
12'
12'
12'
12'
10'
1188
1184
1185
1186
1190
1190
Grid S.68°59½'E.
Grid S.68°59½'E.
R ΔK
2°C.L. 10°46'
= 269.96'
12'
12'
Const. Catch Basin
Inst. 12" Pipe - 80'
Struct. Ex. 16 C.Y.
Taper 200'
R 1193+09.37
18'
18'
1193+50 End of Separator
1193+51 Inst. Conduit - 30'
"R" Line
100'R
55'R
8'
8'
Road to
Boatsho
Ext
R/W Line


℄ Cascade St.
+30 El. 125.98
40' V.C.
+4.8
+80 133.18
200' V.C.
10
11
12
13
14
15
16
90
100
110
120
130
-4.7
+90 119.88
200' V.C.
"S" Line
INSERT
R/W Line
R.R. R/W
Taper 200'
Grid S.68°59½'E.
1185
1186
1187
1188
"R" 12 Rt. 1185+79.51 R.C.
10'
12'
Δ-11°39.3'
6° R.
C.R.
T-96.09'
"R" 1187+71.04 P.R.C.
10
10'
R-25'
14'
200' R
12'
12
"S" 13+80.78 Bk.
"R" 1195+21.88
100' R
Structure under Separate Contrac

AREAS
NO. AREAS CHECKED



	Summary of Moments				Summary of Shears			
	MAB	MB	MBB'	Col. M	VAB	VBA	VBB'	Col. R
UDL	+ 326.5	- 665.7	+ 284.3	- 4.0	31.9	55.5	54.7	220.4
CDL	30.2	57.0	30.0	0.4	2.2	6.1	5.9	24.0
SWLL	34.9	54.7	36.6	7.4	2.9	4.2	4.4	17.2
LL+I	477.6	428.1	465.2	71.6	41.8	46.8	47.2	225.2
Total	+869.2	-1205.5	+816.1	- 83.4	78.8	112.6	112.2	486.8

proved:

ge Engineer

OREGON
STATE HIGHWAY COMMISSION

SECOND STREET OVERCROSSING

OF
UNION PACIFIC R.R.
IN
HOOD RIVER— HOOD RIVER COUNTY

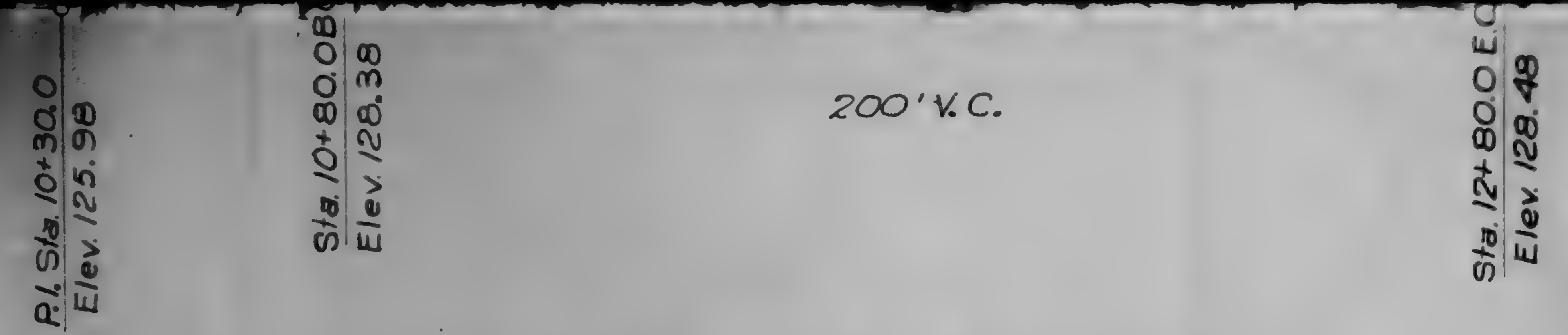
PLAN AND ELEVATION

SCALE AS NOTED
JANUARY 10, 1952
CALC. BK. NO. 290

DRAWN BY F.H.M.
TRACED BY W.D.G.
CHECKED BY

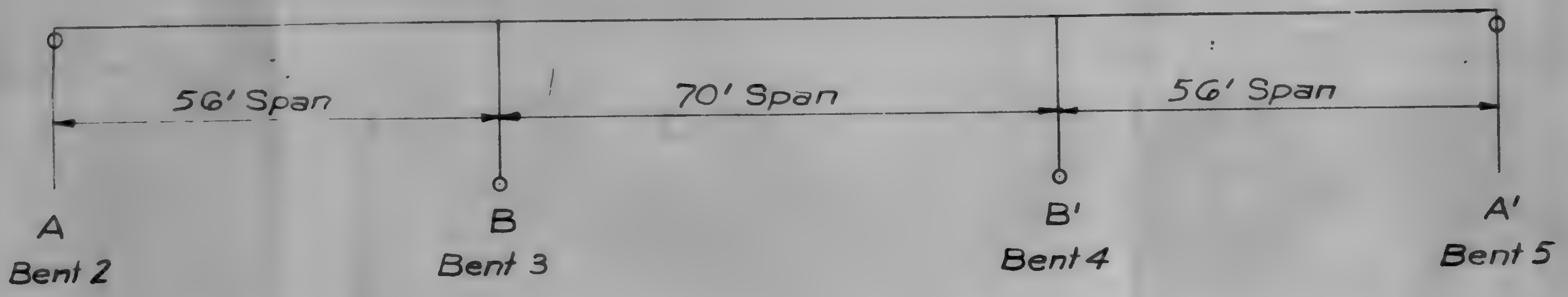
SHEET 1 OF 11
BRIDGE NO. 7458
DRAWING NO. 10178

ACCOMPANIED BY DWGS. 10179-10185, 9233, S83 & S90



FINISHED GRADE & PROFILE

Not to scale



	Summary of Moments				Summary of Shears			
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UDL	+ 326.5	- 665.7	+ 284.3	- 4.0	31.9	55.5	54.7	220.4
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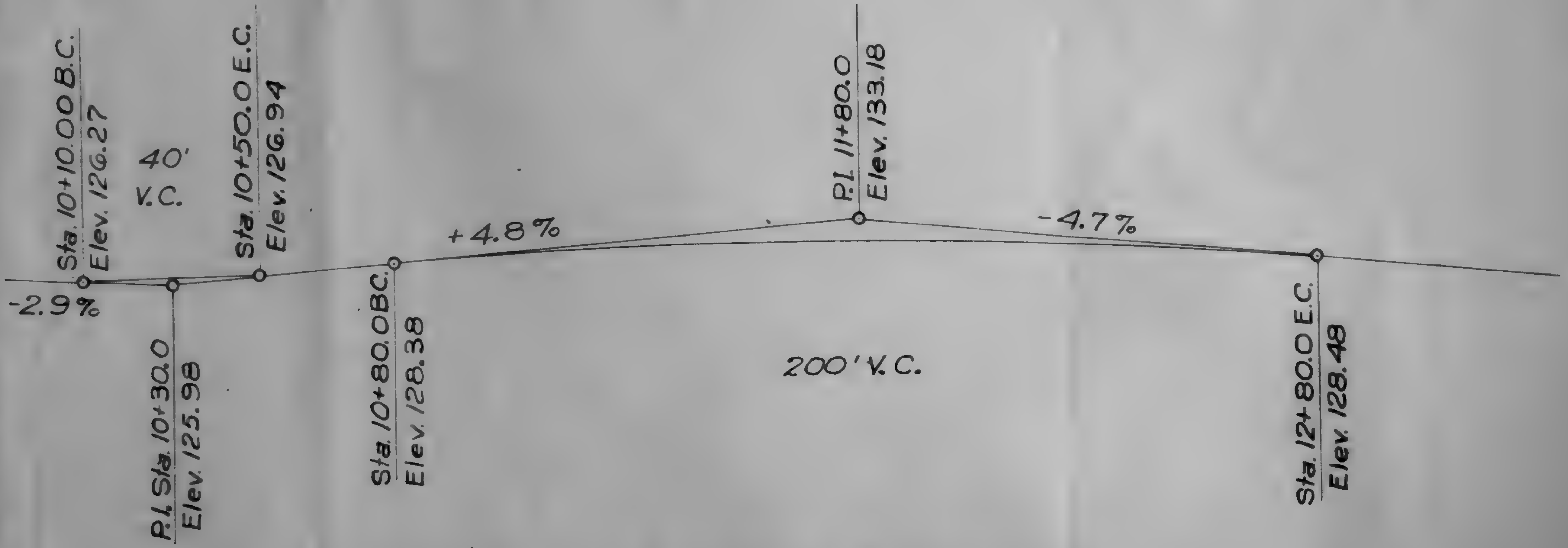
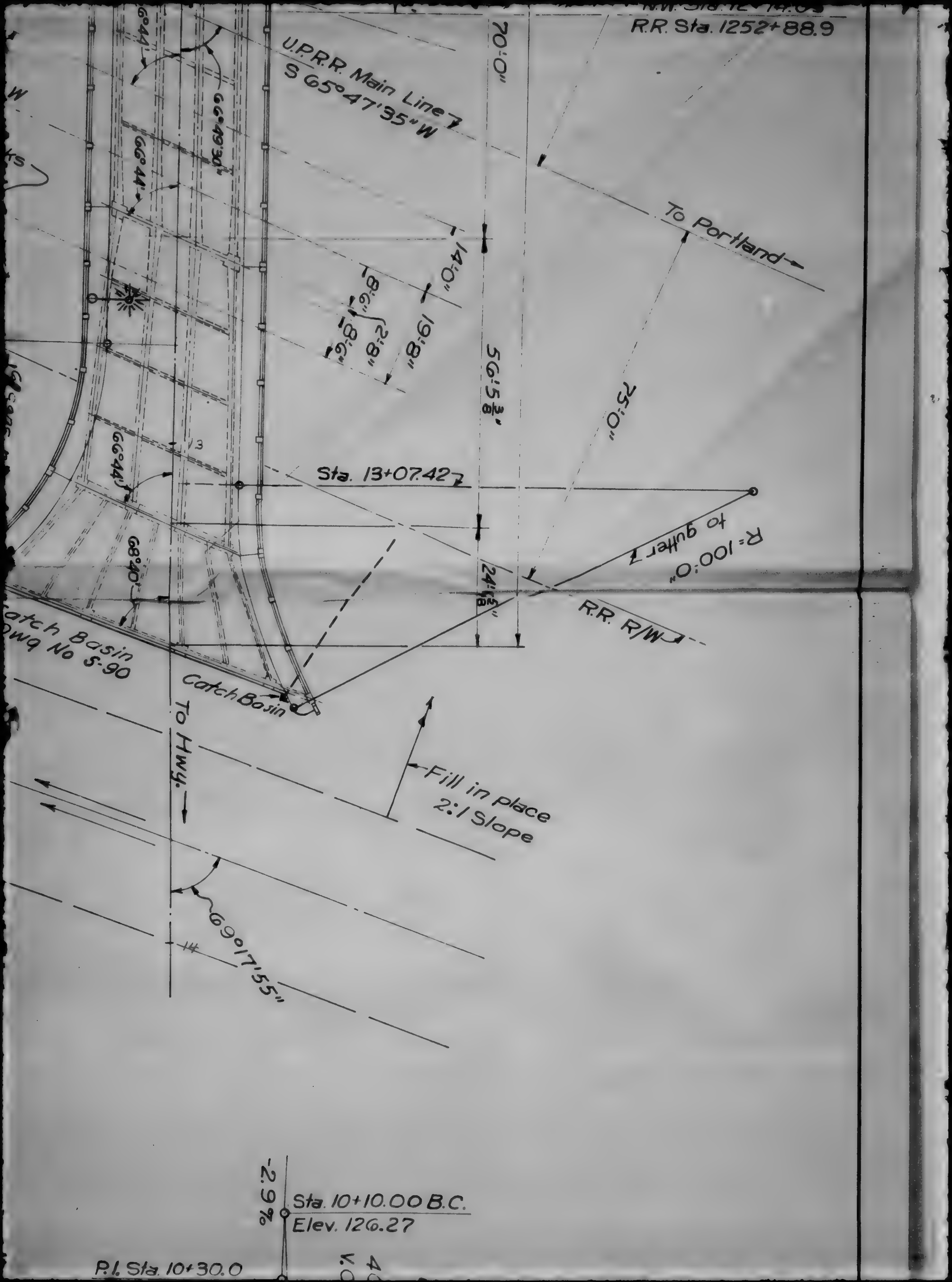
SWLL	34.9	54.7	36.6	7.4	2.9	4.2	4.4	17.2
LL+I	477.6	428.1	465.2	71.6	41.8	46.8	47.2	225.2
Total	+869.2	-1205.5	+816.1	- 83.4	78.8	112.6	112.2	486.8

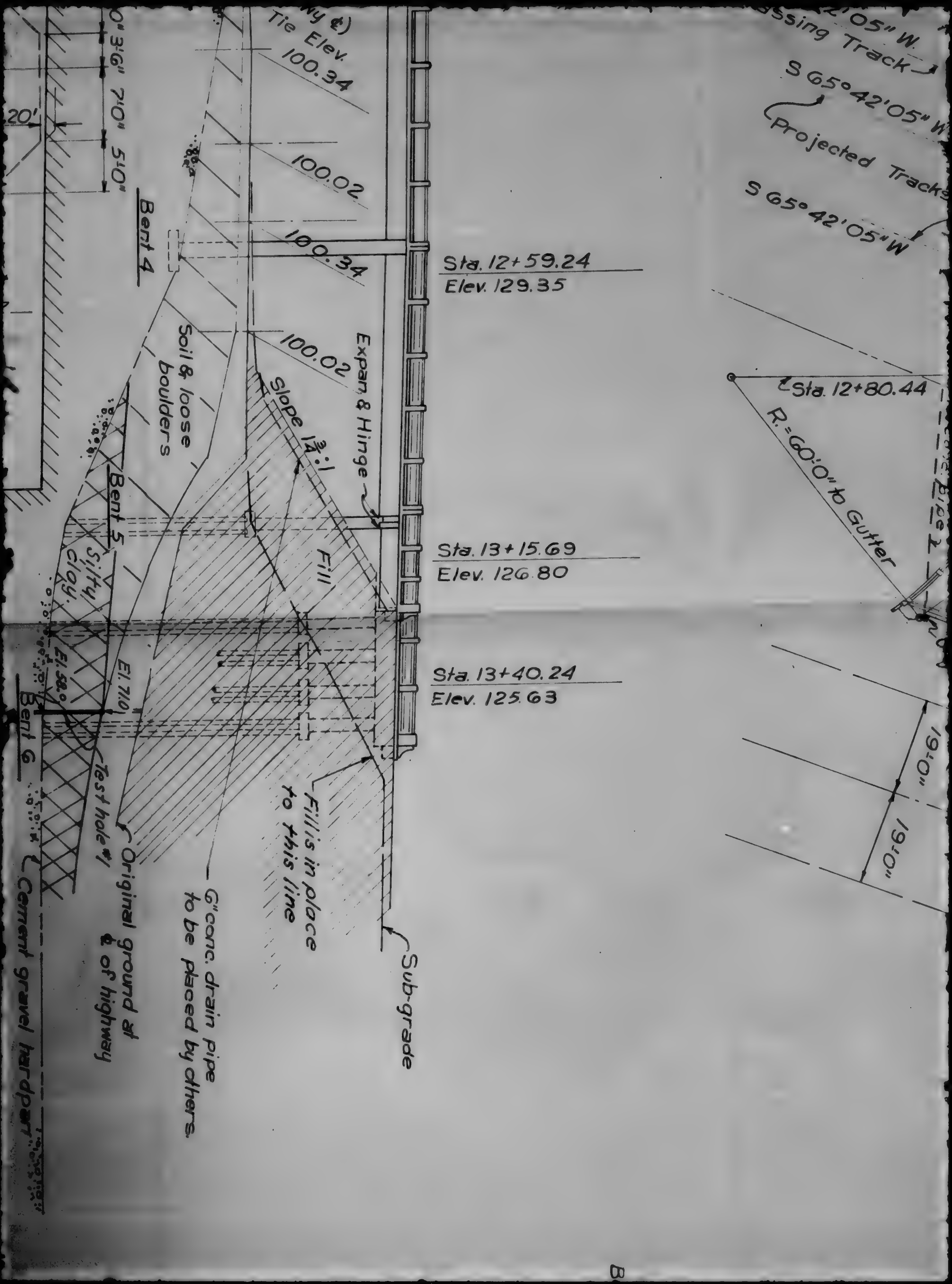
General Notes:-
Structure designed for H20-S16-44 loading.
All concrete shall be class "A" mix with a breaking strength of 3300 p.s.i in 28 days. (fc=1320 p.s.i.)
Reinforcing bars shall be intermediate grade steel and shall conform to A.S.T.M. specifications A305-49 and shall be placed 2" clear of nearest face of concrete unless shown otherwise (fs=20,000 p.s.i.)
Splice bars 20 diameters except where shown otherwise.

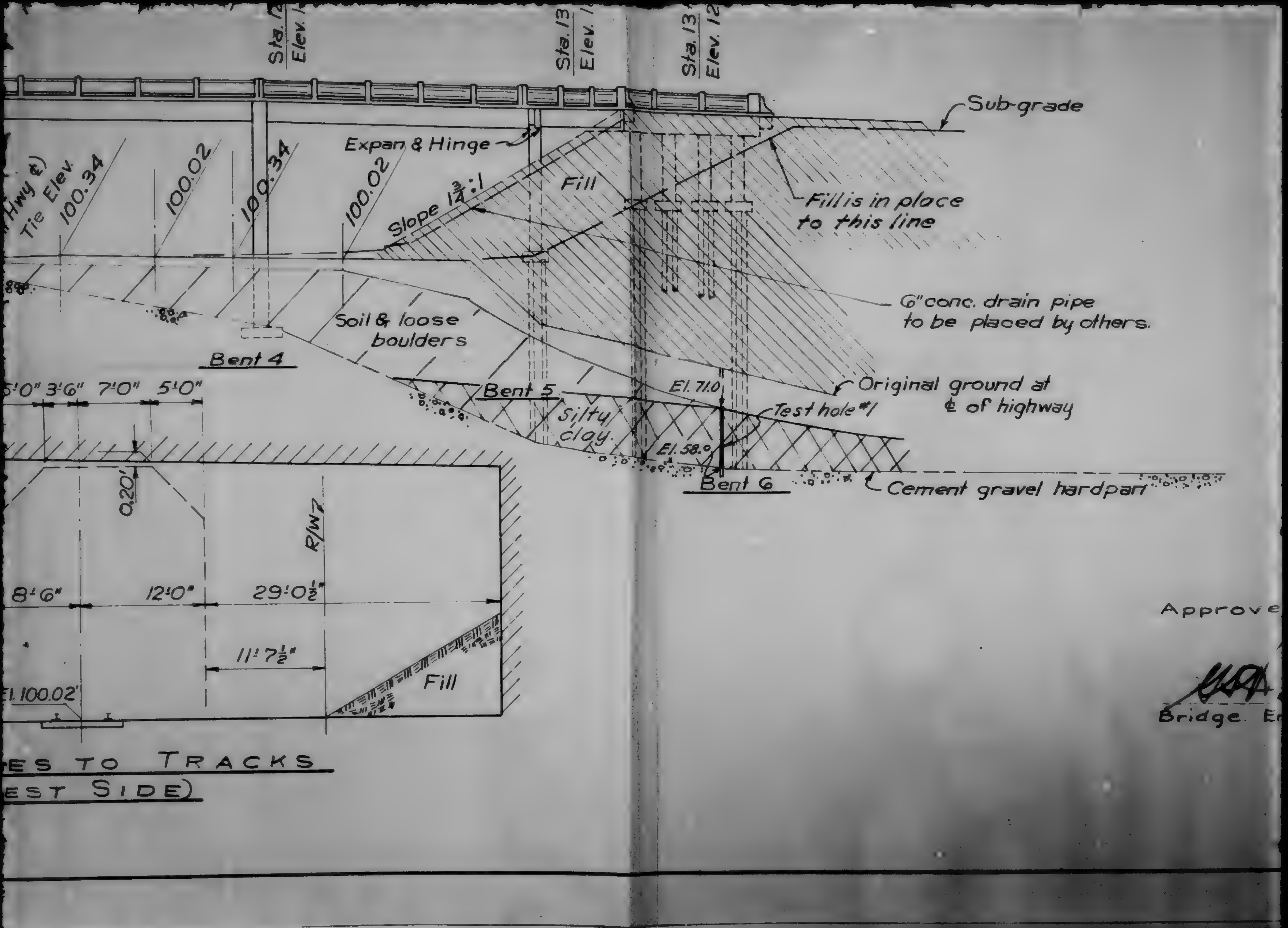


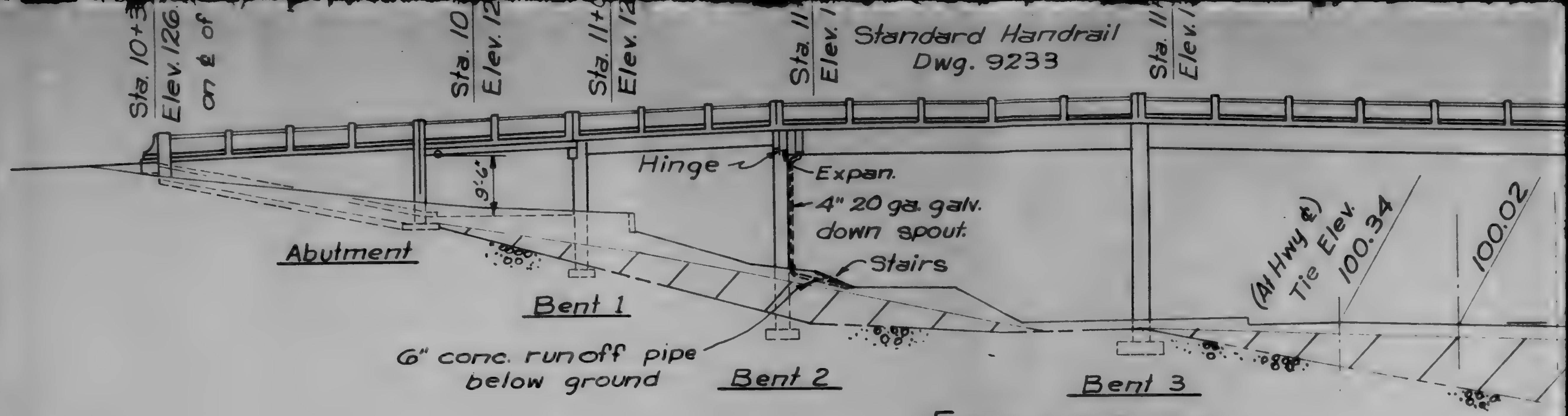
FINISHED GRADE & PROFILE

Not to scale


R.R. Sta. 1252+88.9
U.P.R.R. Main Line
S 65°47'35" W
66°44'
66°49'30"
66°44'
66°44'
68°40'
70'0"
To Portland
14'0"
8'6"
8'6"
2'8"
19'8"
56'5 3/8"
75'0"
13
Sta. 13+07.42
R=100'0" to gutter
24'1 3/8"
R.R. R/W
Catch Basin Dwg No 5-90
Catch Basin
To Hwy.
Fill in place 2:1 Slope
69°17'55"
14
-2.9%
Sta. 10+10.00 B.C.
Elev. 126.27
P.I. Sta. 10+30.0

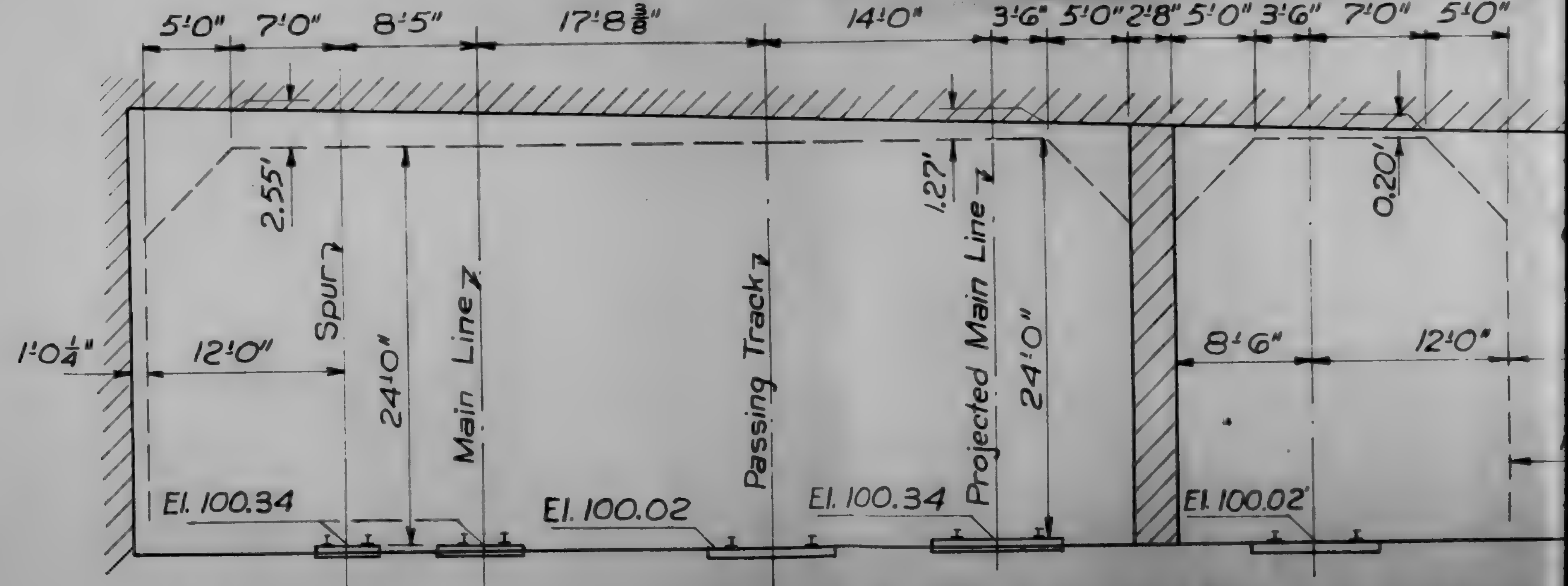

wy ℄)
Tie Elev.
100.34
2'05" W.
ssing Track
S 65°42'05" W
Projected Tracks
S 65°42'05" W
.20'
0" 3'-6" 7'-0" 5'-0"
100.02
100.34
100.02
Bent 4
Sta. 12+59.24
Elev. 129.35
Soil & loose boulders
Expan. & Hinge
Slope 1¾:1
Sta. 12+80.44
R.=60'-0" to Gutter
Bent 5
Silty Clay
Fill
Sta. 13+15.69
Elev. 126.80
Sta. 13+40.24
Elev. 125.63
El. 38.0
El. 71.0
Bent 6
Test hole #1
19'-0"
19'-0"
Fill is in place to this line
Original ground at ℄ of highway
6" conc. drain pipe to be placed by others.
Sub-grade
Cement gravel hardpan


Hwy ℄)
Tie Elev.
100.34
100.02
100.34
100.02
Sta. 12
Elev. 1
Sta. 13
Elev. 1
Sta. 13
Elev. 12
Sub-grade
Expan & Hinge
Slope $1\frac{3}{4}$:1
Fill
Fill is in place to this line
6" conc. drain pipe to be placed by others.
Soil & loose boulders
Bent 4
Bent 5
Silty clay.
El. 71.0
Test hole #1
El. 58.0
Bent 6
Original ground at ℄ of highway
Cement gravel hardpan
5'0"
3'6"
7'0"
5'0"
0.20'
R/W
8'6"
12'0"
29'0½"
11'7½"
El. 100.02'
Fill
ES TO TRACKS
EST SIDE)
Approve
Bridge E



ELEVATION

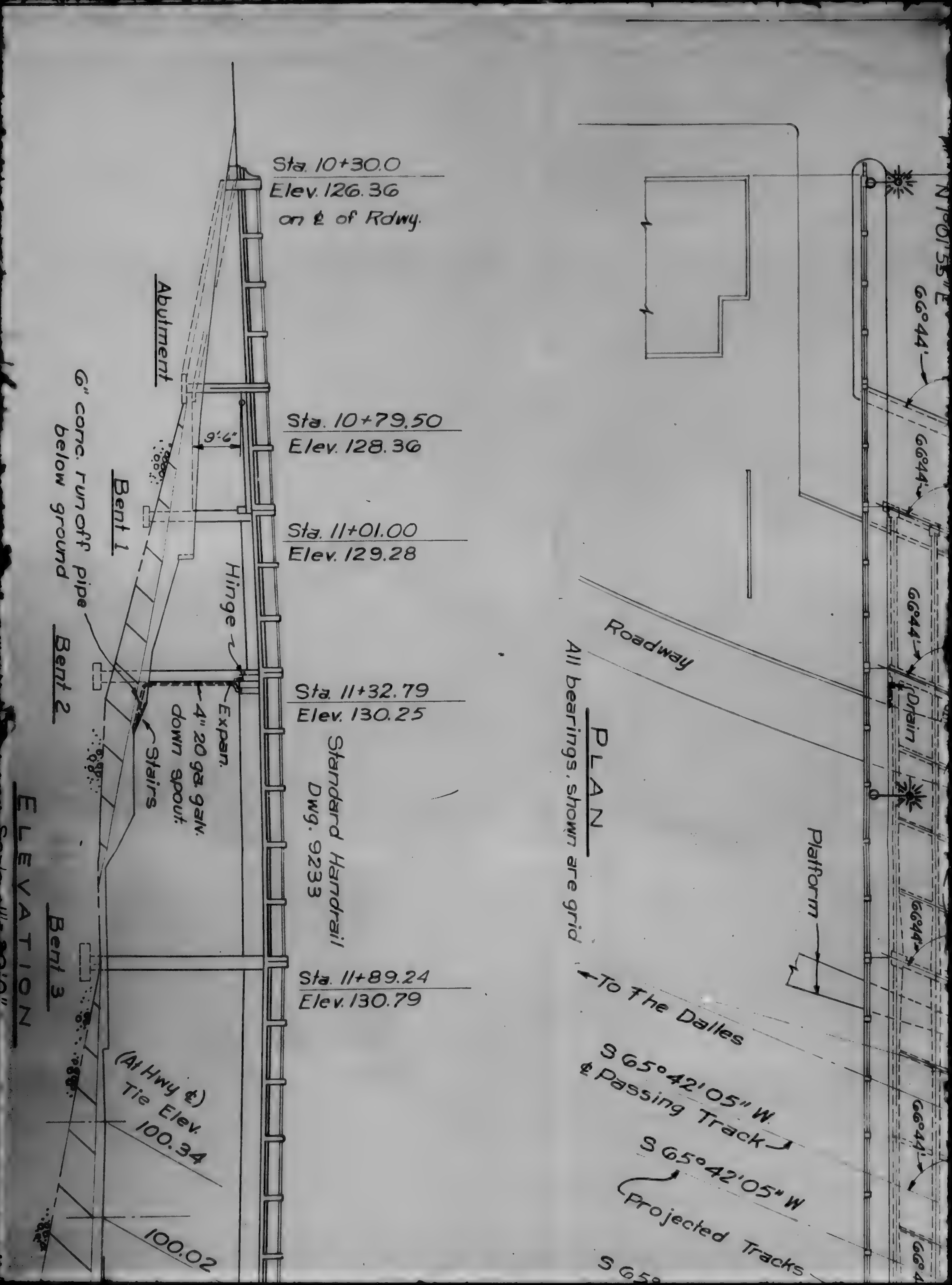
Scale 1" = 20'-0"

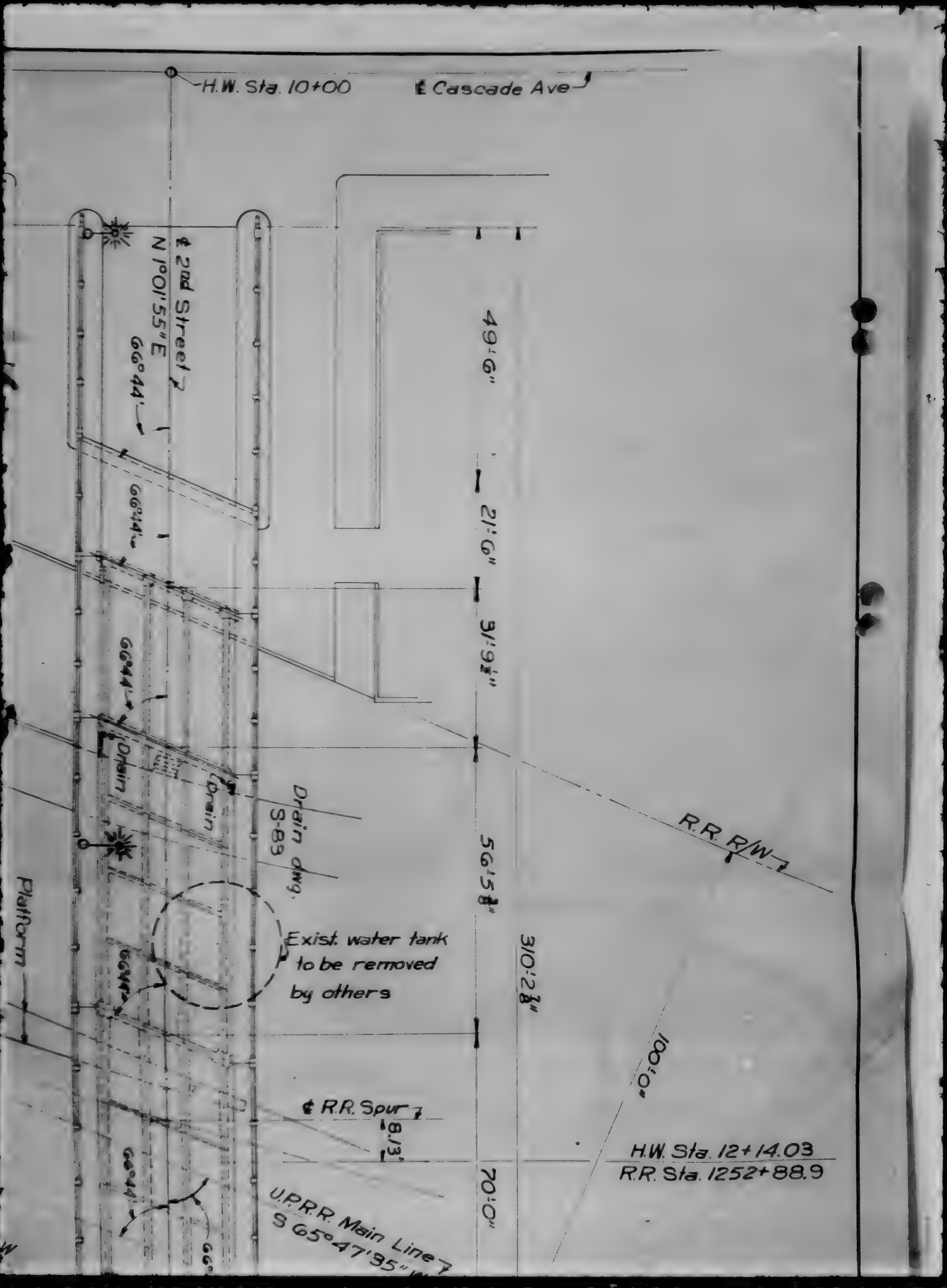


PROJECTION AT RIGHT ANGLES TO TRA

AT FAR SIDE (WEST SIDE)

Scale 1" = 10'-0"


Sta. 10+30.0
Elev. 126.36
on ℄ of Rdwy.
Abutment
6" conc. runoff pipe below ground
9'-6"
Sta. 10+79.50
Elev. 128.36
Bent 1
Sta. 11+01.00
Elev. 129.28
Hinge
Bent 2
Expan.
4" 20 ga. galv. down spout
Stairs
Sta. 11+32.79
Elev. 130.25
Standard Handrail Dwg. 9233
Bent 3
ELEVATION
Sta. 11+89.24
Elev. 130.79
(At Hwy ℄) Tie Elev. 100.34
100.02
PLAN
All bearings shown are grid
Roadway
N 1°01'55" E
66°44'
66°44'
66°44'
Drain
66°44'
66°44'
Platform
To The Dalles
S 65°42'05" W.
℄ Passing Track
S 65°42'05" W
Projected Tracks


H.W. Sta. 10+00
℄ Cascade Ave
℄ 2nd Street
N 1°01'55"E
66°44'
66°44'
66°44'
66°44'
66°44'
66°
49'-6"
21'-6"
31'-9½"
56'-5⅜"
310'-2⅞"
70'-0"
100'-0"
Drain
Drain
Drain dwg. S-83
R.R. R/W
Exist. water tank to be removed by others
Platform
℄ R.R. Spur
8.13'
H.W. Sta. 12+14.03
R.R. Sta. 1252+88.9
U.P.R.R. Main Line
S 65°47'35"W

RECEIVED
[illegible] 1955
FOR FILING

FORM E-20 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15th, 1955

SUBJECT:

To: Mr. W. W. Stiffler
Ass't. State Highway Engr.
DEPARTMENT

Dear Sir:

Our policy on highway illumination at interchanges has changed considerable in the past three years and I believe the Second Avenue Bridge and approaches at Hood River would now be considered as warranting street lighting. As you are aware the turn offs at the foot of the ramps on the expressway are mercury vapor lighted at the present time.

I have not contacted anyone at Hood River recently but I know from past contacts the city feels they are losing considerable business during darkness hours because the approaches to their City is not lighted.

Highway traffic would benefit as well as local traffic as Second Street is the logical connection to the Mt. Hood and Hood River Secondary Highways.

As this connection lies within the corporate limits of the city I believe the lighting project should be considered only if the city would agree to furnish power and maintain the lights.

Very truly yours,

W O Widdows
W. O. Widdows
Ass't. Maint. Engr.

WOW:rh
cc F. B. Crandall

RECEIVED
[illegible] 1955
OFFICE OF
[illegible] ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
NOV 8 1955
FOR FILING

Salem, Oregon
November 7, 1955

Mr. F. B. Crandall

At the last Commission meeting, Commissioner Reynolds stated that he had been requested by the Chamber of Commerce at Hood River to investigate what the Chamber thinks is necessary for illumination on the Second Avenue Bridge which serves as access to the city.

I told Mr. Reynolds that we would investigate and advise him as to our recommendations. However, Mr. Widdows is now in the process of doing some additional signing which affects the Second Avenue Structure and following his return from Eastern Oregon, at the end of the week, he will give us the benefit of his observations as to the necessity for the illumination.

W. W. Stiffler

WWS:er

cc Mr. W. O. Widdows

19-1022 Division No. 4 Oiling Project 1956
4679

W. C. Williams

A

RECEIVED
NOV 19 1956
W. C. WILLIAMS
FOR FILING

Division 4 Oiling
Contract No. 4679

4679

November 8, 1956

FINAL COST ANALYSIS

Seven Highways
Prefix: 19-1022

J. C. Compton Company, Contractor
H. S. Cox, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Shoulders	37.3	Miles	$100.00	$51.46	$ 1,919.82	$ 3730.00
Preparation of Base	40.72	Miles	50.00	22.86	930.91	2,037.00
Furn. and Placing Agg.	2,639	Cu.Yds.	3.45	3.43	9,057.44	9,104.55
Hauling Aggregate	25,859	Yd.Mile	0.15	0.228	5,927.87	3,878.85
Placing Aggregate	8,474	Cu.Yds.	0.85	0.76	6,437.85	7,206.30
150-200 Asphalt	956.35	Tons	41.50	38.28	36,618.20	39,688.53
RS-1 Asphalt	189.34	Tons	45.00	41.00	7,764.25	8,520.30
PA #1 Hauling Aggregate	4,004	Yd.Miles	0.20	0.228	912.91	800.00
PA #2 Furn. ½-¼ Oil Agg.	710	Cu.Yds.	2.20	2.15	1,526.50	1,562.00
PA #3 Extra for Asph. with Non-Strip Additive	273.73	Tons	7.00	6.63	1,814.87	1,916.11
Force Account (State's part of Flagging)					831.91	831.91
					$73,742.53	$79,275.35

Gross Revenue	$79,275.35
Total Cost	73,742.53
Net Profit	$ 5,532.82

Net Profit Equals 6.9% of Gross Revenue

Division 4 Oiling
Contract No. 4679

Detail of Cost

Labor:						
Labor and Supervision					$12,928.60	
Labor Insurance					1,447.64	
						$14,376.24
Materials:						
150-200 Asphalt	956.35	Tons	At	$24.50	$23,430.70	
Freight on 150-200 Asphalt	956.35	"	"	9.37	8,958.30	
RS-1 Asphalt	189.34	"	"	26.80	5,072.75	
Freight on RS-1 Asphalt	189.34	"	"	9.63	1,822.82	
Non-Strip Additive added to Asphalt	273.73	"	"	6.50	1,779.28	
Oil Rock Purchased					6,537.85	
						$47,601.70
Equipment Rentals and Miscellaneous Supplies:						
Equipment Rentals (Owned)					$ 6,214.75	
Gas, Oil and Grease					3,203.38	
P.U.C. Fees					376.61	
Small Tools and Misc. Supplies					248.60	
Bond					275.35	
Home Office and General Overhead					1,445.90	
						$11,764.59
					Total Cost. . . .	$73,742.53

Remarks:

This was a "State Project" calling for the construction of 28 miles of Type 0-9 shoulder oiling, 9.30 miles of Type 0-11 shoulder oiling, 37.5 miles of Type 0-31 Oil Mat wearing surface on highway roadbed, and 3.22 miles of Type DO-30 Oil Mat wearing surface on highway roadbed. This project was on seven State Highways. The project was bid and awarded April 27, 1956. Work started June 7, 1956 and all units were completed July 10, 1956.

On June 7, 1956, the contractor moved in one 1,500 gal. Dist., three loaders, seven 6-cu.yd. trucks, two No. 12 cat blades, two rollers, one grease truck, one power broom, three pickups, and two transports and started oiling on Unit "G" (Santiam Highway). Aggregate bought from Bend Aggregate and Paving Company cost $2.15 per cu.yd. (crushed gravel) and cinder aggregates bought from Cinder Hill cost $1.65 per cu.yd. at crushing plant. All asphalt was hauled from Portland in insulated transport.

Good supervision and equipment, with good progress and fair bid prices, allowed the contractor a fair profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 28, 1956

19-10[illegible]
4679

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4679	3-Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20786	H-161933	$ 2,360.16	9/28/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: July 10, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 3 1956

Ruth Rawlings

NOTED ON CARD
gl

A

11-122
4679

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 28, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4679	4-Post-Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20787	H-161934	$ 603.50	9/28/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: July 10, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: OCT 3 1956

Ruth Rawlings

RECEIVED
SEP 14 1956
FOR FILING
19-1022

4679

September 14, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4679 covering Division No. 4 Oiling Project on seven Highways in Lake and five other Counties was completed by the contractor, J. C. Compton Co., on July 10 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $2,360.16 will be released to the contractor on or after September 24, 1956. The total contract amount is $78,671.85, of which amount $831.91 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

El

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

A

RECEIVED
AUG 28 1956
FOR FILING

19-1922

4679

August 28, 1956

CERTIFIED MAIL

Glens Falls Insurance
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. on contract No. 4679, covering the Division No. 4 Oiling Project in Lake and five other Counties. This payment, in the amount of $15,677.47, will be released to the contractor on or after September 7,1956. The retained percentage is $2,360.16.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

4

Form E-1-10"

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JUL 25 1956
FORM E-30X—50M—11-55—30825
FOR FILING

19-1 [illegible]
4679

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1956

SUBJECT: Division 4 Oiling
Contract No. 4679

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports Nos. 394243, dated July 6, 1956 and 394240, dated July 9, 1956 showing that the ¼"-#10 crushed cinders has an excess of 35.4 percent passing the #10 sieve, and the 1¼"-3/4" crushed cinders has an excess of 5.6 percent passing the 3/4" screen in the crushed cinders being produced at M. P. 120.45, The Dalles-California Highway, (Cinder Hill) plant.

Will you please instruct the resident engineer that the ¼"-#10 material represented by these tests can not be accepted. The presence of an excess of the finer sizes in the 1¼"-3/4" crushed cinders makes it necessary that the ¼"-#10 meet the specified gradation.

Also, will you please instruct the resident engineer to so mark samples of ¼"-#10 crushed cinders that it is clear they represent new or corrected aggregate.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

A

Form E-1—10M—1-56

GON STATE HIGHWAY DEPART T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

19-1022
4679

For Week Ending July 14, 1956, 19

Section Division 4 Oiling Project

Highway 7 State Highways

Contractor J.C.Compton Co.

Date of contract 4-27-56, 19

Date work started 6-8-56, 19

Project authorization $113,991.75

Exclusive of Engineering $105,335.67

Kind of work Oiling

Section prefix 19-1022

Contract number 4679

Date of completion 8-31-56, 19

Estimated date of completion 7-10-56, 19

Per cent of time elapsed 61.11 %

Estimated cost of completed project, exclusive of engineering $105,335.67

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $8,106.03

Engineering cost to date $ 7,500.00, 93.0 %

Date project was completed 7-10-56, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed Tuesday July 10th. As the last unit completed was a shouldering unit, no special maintenance was necessary.

In the final inspection of this project it was noted that portions of units F and I are prone to bleed.

All field work has been completed including the signing of those portions where High Level Additive was applied to the Asphalt.

Semi-Final will be submitted as soon as all forms and records have been submitted and approved.

Weekly reports will be terminated at once.

NOTED
[illegible]

NOTED
L. H. Young

NOTED
R. D. ASBURRY

Signed

Address Box 151 Bend

NOTED
[illegible] WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 82073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				78.02	
Miles partially completed					
Miles completed				78.02	
Total estimated quantities (contract)				11,100 c.y. 1,160 Ton	
Total quantities corrected to date					
Estimated quantities moved or placed to date				11,100 c.y. 1,120 Ton	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8 (2 day)	
Average force on project for week				24	
Men				22	
Supervision				2	
Men and trucks under 3 tons				8	
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...., Power graders 2, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers 2 loaders, 1 Dist., 1 power broom . . ..

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Hot		
Tuesday	Fair		
Wednesday	Cloudy L. Storm		
Thursday	Fair L. Storm		
Friday	Fair		
Saturday			

RECEIVED
MAY 23 1956
FOR FILING

19-1022
4679

May 22, 1956

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith three copies of contracts for your files which were awarded to you by the State Highway Commission, as follows:

Contract No. 4661, covering Divisions No. 1 and 2 Oiling Project in Clackamas and Yamhill Counties.

Contract No. 4679, covering Division No. 4 Oiling Project in Lake and five other Counties.

Contract No. 4695, for paving on the Coquille (Knott Street) Section in Coos County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAY 16 1956
FOR FILING

FORM E-30X—27,800—2-55—32967
19-1-22
21-22

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1956

SUBJECT: Division 4 Oiling Project
McKenzie-Bend Highway Unit
Contract No. 4679

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports Nos. 389052 and 389053, dated May 14, 1956 showing exceptions to the specifications as follows:

3/4"-1/2"	11 percent excess passing the ½" screen
1/4"-0	5 percent excess passing the #10 sieve

in oiling aggregate being furnished from the bunkers of the Bend Aggregate & Paving Company.

Will you please instruct the resident engineer to have the contractor obtain satisfactory material from this company or some other source. It appears that the bunkers do not hold material satisfactory to us, but the producer should be able to furnish it through changes in his plant operation.

It is suggested that site screening of the material will determine whether or not it can be accepted.

Will you also, please have the resident engineer so mark samples of improved aggregate submitted for tests that it is clear they represent corrected material.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
MAY 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 - 1956

FOR FILING

19-102

4679

April 30, 1956

J. C. Compton Co.
U. S. National Bank Bldg.
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4679 for the Division No. 4 Oiling Project on seven highways near Sisters, Madras, Prineville, Hampton, Wagontire and Lapine, in Lake and five other counties.

This award was based on your bid of $78,336.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

22-1604 Albany and Sweet Home 1956
Traffic Signal Installation
4680

A

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DEC 28 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

December 27, 1956

Rochat Electric
4636 N. Williams Ave.
Portland 11, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from August 31, 1956 to October 2, 1956, the date of completion, within which to complete your contract No. 4680, for installation of the Albany and Sweet Home Traffic Signals in Linn County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. E. Kennen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 24 1956

FOR FILING
22-1604
4680

December 21, 1956

Rochat Electric
4636 N. Williams Avenue
Portland 11, Oregon

Attention: Mr. William C.Rochat

Gentlemen:

In response to your letter of December 19, we have checked concerning status of final payment on Contract No. 4680. This contract was accepted at the Commission meeting of December 17, and final payment will be released to you as soon as the necessary paper work has been completed, which should be within a week.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

ROCHAT ELECTRIC
4636 N. WILLIAMS AVENUE
PORTLAND 11, OREGON
ATlantic 1-0063

December 19, 1956

Oregon State Highway Department
Salem, Oregon

Gentlemen:

In reviewing our account we notice a balance being carried on Job #4680, located in Linn County, on the Pacific and Santiam Highway, Section of Albany and Sweet Home Traffic signals. Our records show this job to have been completed. We have recieved a partial payment on the work completed to September 2, 1956 and have forwarded a signed voucher for the remaining amount of the contract price.

We are very interested in clearing this account and would appreciate your consideration of the matter.

Very truly yours,

William C. Rochat by
Rick L. Lorenzo

REFERRED TO [illegible]
BY SECRETARY

prepare reply

RECEIVED
DEC 21 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 14 1956
FOR FILING

22-1604

4680

December 13, 1956

Hansen & Rowland, Inc.
625 Dexter Horton Building
Seattle 4, Washington

Attention: Mr. S. Forslund
Surety Bond Department

Gentlemen:

Contract No. 4680, awarded to Rochat Electric for traffic signals in Albany and Sweet Home, was completed October 2, 1956, and is on the list of projects for acceptance by the Commission at its meeting December 17 and 18.

This is in reply to your letter of December 10 concerning acceptance of this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS · GENERAL INSURANCE
625 DEXTER HORTON BUILDING — PHONE ELIOT 4757
SEATTLE 4, WASHINGTON

"Since 1890"

TACOMA
SEATTLE
PORTLAND
LOS ANGELES
SAN FRANCISCO

December 10, 1956

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC. NOT TO INDIVIDUALS

Oregon State Highway Commission
State Highway Department
Salem, Oregon

Re: Bond No. 61566/532770 to- State of Oregon
- Rochat Electric - For- Contract No. 4680
Albany & Sweet Home Traffic Signals

Dear Sirs:

We have received information that the above captioned contract has been completed as of October 2, 1956 but has not yet been accepted. We would appreciate having the date of acceptance as soon as possible.

Thanking you, we are

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

S. Hovelund
Surety Bond Department

ls

RECEIVED
DEC 13 1956
OREGON
STATE HIGHWAY COMMISSION

7238-B

RECEIVED
DEC 11 1956
FOR FILING
23-1604

4660

NOTED
C. A. GARDNER

December 10, 1956

Request for Extension of time
No. 9
December 17 and 18 meeting

Oregon State Highway Commission

Gentlemen:

Re: Albany-Sweet Home Traffic Signal
Installation in Linn County
Contract No. 4660

Rochat Electric Company, contractors on the Albany-Sweet Home Traffic Signal Installation contract, have requested a second extension of time from August 31, 1956, to October 2, 1956, the date of completion.

At the State's request, the contractor substituted a different type of signal for those specified. The delay in the arrival of this new equipment caused the delay in the completion date.

As the contractor was not responsible for this delay, it is recommended that this second extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS/mn
Attached

NOTED
M. STEPHENSON

RECEIVED
DEC 21 1956
FOR FILING

22-1604

4680

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 13, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4680	2-Final	Rochat Electric	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24149	H-165312	$ 2,882.00	11/13/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Oct. 2, 1956

Completion Date: Oct. 2, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 21 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
NOV 2 1956
FOR FILING

22-[illegible]-1

4680

November 2, 1956

CERTIFIED MAIL

Seaboard Surety Company
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4680 covering traffic signals on the Albany and Sweet Home Sections of the Pacific and Santiam Highways in Linn County was completed by the contractor, Rochat Electric, on October 2, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,882.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $11,450.87, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
gl

A

FORM E-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
AUG 30 1956
FOR FILING
[illegible]
4680

August 29, 1956

Pochat Electric
4636 North Williams Ave.
Portland 11, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 16 had under discussion your request for an extension of time from July 31, 1956 to August 31, 1956 within which to complete your contract No. 4680, covering the Albany and Sweet Home Traffic Signals on the Pacific and Santiam Highways in Linn County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kennen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

1

RECEIVED
AUG 6 1956
FOR FILING
22-1604

4680

August , [illegible]

Request for extension of time
No. [illegible]
August 16 and 17 meeting

Oregon State Highway Commission

Re: Albany and Sweet Home Traffic Signals
Contract No. 4680

Gentlemen:

[illegible] Electric, contractor on the Albany and Sweet Home Traffic Signal installation contract has requested an extension of time from July 31, 1956, to August 31, 1956 in which to complete the project.

At the State's request, the contractor substituted a different type signal for those specified. The contractor has been delayed while awaiting the arrival of this new equipment.

As the contractor was not responsible for this delay, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

[illegible] Williams
Deputy State Highway Engineer

Attached

PHB/mm

NOTED
M. STEPHENSON

RECEIVED
MAY 23 1956
FOR FILING

22-1664
4680

May 22, 1956

Rochat Electric
4636 N. Williams Ave.
Portland 11, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4680, which was awarded to you by the State Highway Commission on April 27, covering traffic signals on the Albany and Sweet Home Section of the Pacific and Santiam Highways in Linn County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 4 - 1956
FOR FILING

22-1684

4680

Sweet Home

May 4, 1956

Mr. Roy Eames, City Recorder
City Hall
Sweet Home, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Sweet Home covering the proposed traffic signal installation at t the intersection of M Street and 18th Street in Sweet Home.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAY 8 - 1956
FOR FILING

file

22-1664
4680

Sweet Home

Salem, Oregon
May 4, 1956

MISC. CONTRACTS and AGREEMENTS No. 1717

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto is a conformed copy of an agreement with the City of Sweet Home covering the proposed traffic signal installation at the intersection of M Street and 18th Street in Sweet Home.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Sweet Home.

Secretary

rn
Attach: 1

FORM 230—30M—11-55—90824

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1956

SUBJECT: Traffic Signal Agreement
M Street (US 20) & 18th Street
Sweet Home

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the proposed traffic signal installation at the intersection of M Street and 18th Street in Sweet Home.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

1 copy in suspense

"A
2 copies to be sig d

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Apr 25 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-26-56 Minute Page 31

FORM 230—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1956

SUBJECT: Proposed Traffic Signal Installation
"M" Street (US20) at 18th Street
Sweet Home

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
~~W. C. WILLIAMS~~
W. J. Parker

Enclosed herewith are eight copies of an agreement entered into between State and the City of Sweet Home covering the installation of a traffic control signal on a state highway.

Will you please note that there are no exhibits attached to the agreements and it will be necessary to secure said exhibits from the Traffic Department or County-City Relations Division before the agreements are processed.

C. W. ENFIELD
Chief Counsel
Luther L. Jensen
By
LUTHER L. JENSEN
Clerk

LLJ:br
Encls.

P.S. Although not requested there has been included in this agreement a provision to the effect that city will transmit one-half the estimated cost upon execution. It is understood that you desired such provision to be inserted.

RECEIVED
MAY 1 - 1956
FOR FILING

22-1004

4680

April 30, 1956

Rochat Electric
4636 N. Williams Ave.
Portland 11, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4680 for traffic signal installation in Albany and Sweet Home, in Linn County.

This award was based on your bid of $10,480.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
APR 26 1956
FOR FILING

22-1604

4680

April 25, 1956

Jorma J. Salovaara, City Manager
City Hall
Albany, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Albany covering the installation of a traffic signal at the intersection of Queen Avenue with Pacific Highway East in Albany.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 16 1956
FOR FILING

Salem, Oregon
April 13, 1956

Traffic signal agreement,
Queen Avenue and Pacific
Highway East in Albany

Mr. H. B. Glaisyer

Herewith agreement covering the installation of a traffic signal at the intersection of Queen Avenue with Pacific Highway East in Albany. Two copies of the agreement have been executed by the City and are ready for execution by the Highway Commission.

G. S. Paxson

Attach.

RECEIVED
APR 17 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1956

SUBJECT: $3,000 Advance Deposit
Traffic Lights, Albany

To: Mr. C. H. Maison
OFFICE

Attached is City of Albany Check #5029 in the amount of $3,000 which represents the city's share in the total estimated cost of the installation of a traffic signal at the intersection of Queen Avenue and Pacific Highway East in Albany.

John L. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: G. S. Paxson
J. Al Head

NOTED
G. S. PAXSON

RECEIVED
APR 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1956

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Pacific Highway East at Queen Avenue
Albany

To: John W. Cattrall
County and City Relations Engineer
Office

There are attached eight copies of the state-city agreement covering the installation of traffic signals at the intersection of the Pacific Highway East and Queen Avenue in the City of Albany. Will you please care for the further processing of these agreements.

You will note under Item No. 2, under "Things to be Done by the City," that the City shall submit its check for $3,000.

F B Crandall
F. B. Crandall
Traffic Engineer

VJ:bc

Attachments (8)

cc: G.S.Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1956
FOR FILING

March 21, 1956

Mr. J. J. Salovaara
City Manager of Albany
P. O. Box 490
Albany, Oregon

Dear Mr. Salovaara:

I have just received your letter of March 19 concerning the installation of a traffic signal at the intersection of Queen Avenue with US99E in Albany. In the last paragraph thereof you request a copy of the plans for this project and the agreement between the City and the State covering the installation.

I have checked with our Traffic Engineer, Mr. F. B. Crandall, who advises me that the agreement forms and a set of the plans either will be mailed to you or delivered to you in person by our County and City Relations Engineer within the next few days. I think you can look for them sometime next week.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: F. B. Crandall

Hub of the Willamette Valley

CITY HALL - 326 W. SECOND AVE.
P. O. BOX 490

ANSWERED
H. B. GLAISYER

March 19, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Secretary Glaisyer:

In my letter of January 20, 1956 directed to the Deputy State Highway Engineer, Traffic Engineer F. B. Crandall was advised that Albany's City Council then accepted the State's proposal and its share ($3,000) of the total cost of installing a traffic signal at the intersection of this City's Queen Avenue with Pacific Highway 99E.

This is to acknowledge your welcome letter of February 7, 1956 directed to my predecessor and informing us that the Commission had approved the installation of a fully actuated traffic signal at this intersection. My long delay in answering stems from the State's requirement that the City maintain such signal after installation.

A principal concern of mine since arriving here in Albany has been our City's inability to provide adequate electrical inspection as required by Ordinance or to engage a qualified electrician for maintaining city-owned and operated electrical equipment and traffic signals. Following a review of this problem at our last Council Meeting, March 15, 1956, the City has received applications from several individuals who may be capable of performing the aforementioned duties in combination.

On the day of our Council Meeting Mr. Jim Zirbes from your department was in to give us a quick view of the contract plans for signals at Albany and Sweet Home. He was unable to leave a copy of such plans with us.

In order to more definitely ascertain the qualifications of our applicants, please send us a copy of those plans, as well as the necessary copies of your "appropriate agreement between the City and the State" as promised in your letter of February 7, 1956.

Sincerely,
Jorma J. Salovaara
J. J. Salovaara, City Manager
Albany, Oregon

JJS:jh

City of Albany, Oregon, Police Department

GUEST CITATION

This card is to inform you that you have unknowingly violated our parking ordinance. It is not necessary to bring this card to the Police Station.

Don't Miss the Thrilling

WORLD CHAMPIONSHIP

TIMBER CARNIVAL

JULY 2-3-4

"Northwest's Most Exciting Event"

1

---

ignal installations
and Sweet Home

Herewith eight copies each of agreements between the City of Albany and the State and the City of Sweet Home and the State covering installation of traffic control signals.

Will you please check these, furnish the necessary exhibits, and send them to Mr. Cattrall so that he may secure the signatures of the City officials.

G. S. Paxson

GSP:gm
Encls.

RECEIVED
MAR 19 1956
FOR FILING

Salem, Oregon
March 16, 1956

Traffic signal installations
in Albany and Sweet Home

Mr. F. B. Crandall

Herewith eight copies each of agreements between the City of Albany and the State and the City of Sweet Home and the State covering installation of traffic control signals.

Will you please check these, furnish the necessary exhibits, and send them to Mr. Cattrall so that he may secure the signatures of the City officials.

G. S. Paxson

GSP:gm
Encls.

RECEIVED
MAR 5 - 1956
FOR FILING

FORM E-30X—30,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1956

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Pacific Highway East at Queen Avenue
Albany

To: Mr. C. W. Enfield
Chief Counsel
Office

NOTED
W. C. WILLIAMS

At its meeting on January 26 and 27, 1956, the State Highway Commission approved the installation of a traffic signal at the intersection of the Pacific Highway East and Queen Avenue in Albany. Will you please prepare the necessary State-City agreement.

In the way of material to be included in the agreement, I offer the following:

1. The highways involved are the Pacific Highway East, No. 1E, US99, and the Corvallis Eastside Highway, No. 210, which is routed over Queen Avenue to the east of this intersection.
2. The intersection involved is that of the Pacific Highway East and Queen Avenue.
3. It is planned to install a fully actuated traffic signal at this intersection. The plans are being prepared and will be submitted to you for inclusion in the agreement.
4. The installation is estimated to cost $6,000.
5. The State shall make the installation either with its own forces or by contract and, in the first instance, pay all costs thereof. The final cost shall be shared equally by the City and the State.
6. The City shall maintain the signal after installation and pay for all electrical energy consumed. The City shall make no changes in the timing program without prior approval in writing from the State.
7. It is agreed between the two parties to this contract that at such time as the material installed under this agreement is in need of replacement the cost of such replacement shall

be shared on the same basis as the original installation.

If, after preparation, you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

FB Crandall
F. B. Crandall
Traffic Engineer

VPJ:mg
cc: Mr. W. C. Williams
Mr. J. W. Cattrall

RECEIVED
9 1956
OFFICE OF
ENGINEER

RECEIVED
MAR 8 - 1956
FOR FILING

4a-2
1/26/56

February 7, 1956

Mr. William D. Bollman
Acting City Manager
City of Albany
P. O. Box 490
Albany, Oregon

Dear Mr. Bollman:

Reference is made to your letter of October 20, 1955, directed to Mr. R. H. Baldock, State Highway Engineer, calling attention to a traffic problem at the intersection of Highway 99E and Queen Avenue within the City of Albany.

Mr. Baldock referred your letter to our Traffic Engineer, Mr. F. B. Crandall, for investigation. The investigation has been made and the findings were reported to the State Highway Commission at its last meeting. You will be pleased to know that the Commission adopted the Engineer's recommendation that a fully actuated traffic signal be installed at this intersection at an estimated cost of $6,000, on the condition that the City of Albany will contribute 50 per cent of the cost of the installation, will maintain the signal after installation is completed and will furnish electrical energy to operate it.

In the event that your City Council agrees to the installation on such basis, kindly advise, and an appropriate agreement between the City and the State will be prepared in this office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: F. B. Crandall

RECEIVED
FEB 10 1956
FOR FILING

Hub of the Willamette Valley
CITY OF ALBANY, OREGON
CITY HALL - 326 W. SECOND AVE.
P. O. BOX 490

January 20, 1956

W. C. WILLIAMS

Mr. W. C. Williams, Deputy
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. F. B. Crandall, Traffic Engineer

Gentlemen:

Reference is made to your January 3, 1956 letter directed to our William D. Bollman and supplying the status of our traffic signal request.

The City Council of Albany has directed me to advise you that it accepts the State's proposal, and its share ($3,000) of the total cost of installing a traffic signal at the intersection of Albany's Queen Avenue with U. S. 99E.

May I express their hope that the State Highway Commission will act favorably and promptly on this matter?

Cordially,

Jorma J. Salovaara
J. J. Salovaara
City Manager

JJS:jh

RECEIVED
JAN 23 1956
TRAFFIC ENGINEER

NOTED
J. AL READ

RECEIVED
JAN 23 1956
STATE [illegible]

RECEIVED
FORM S-123 50M REVISED 2-52
JAN 5 1956
FOR FILING

P

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

January 3, 1956

Mr. William D. Bollman
Acting City Manager
Albany, Oregon

Dear Mr. Bollman:

This is by way of confirmation of telephone conversation between Mr. Johnson of this office and yourself some two or three weeks ago to determine if the City of Albany would be able to participate with the State Highway Department in the installation of a traffic signal in your City at the intersection of US99E and Queen Avenue.

I wish to advise that Mr. R. H. Baldock, State Highway Engineer, has presented this matter to the State Highway Commission and at such time as the Commission has acted upon this matter, Mr. H. B. Glaisyer, Secretary, will communicate with you further.

I might mention that the total cost of this installation is some $6000 and the City's share is $3000.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

by F B Crandall
F. B. Crandall
Traffic Engineer

JAH:ng/njs

bc - W. C. Williams
H. B. Glaisyer

RECEIVED
JAN 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 30 1955
FOR FILING

December 29, 1955

Oregon State Highway Commission

Gentlemen:

We have received a request from Mr. William D. Bollman, Acting City Manager, City of Albany, for the investigation of traffic conditions at the intersection of the Pacific Highway East and Queen Avenue, which lies at the easterly city limits.

To the west of this intersection Queen Avenue is the route of the Corvallis-Eastside Highway, and the indicated speed on US99E at this point is 45 miles per hour. There is a flashing beacon at the intersection at the present time. Queen Avenue is one of the major arterial streets in this part of the city.

Traffic counts reveal that during a 24-hour period 10,383 vehicles entered the intersection with 23 per cent entering from Queen Avenue. During a 16-hour period, 58 pedestrians crossed US99E. During the period from January 1, 1950 to August 31, 1955, there were 38 reported accidents at the intersection, 11 persons were injured, and there were no fatalities. Of the 38 accidents, 21 were of a type that might have been prevented by traffic signals.

Comparison of conditions at the intersection with the standard warrants for signalization of urban intersections reveals that the volume very closely approaches the warrant. It is therefore recommended that a fully actuated traffic signal be installed at this intersection at an estimated cost of $6,000. Sufficient funds have been provided in the 1956 Minor Betterment Budget for traffic signal projects to cover the State share of this work ($3,000), and the City of Albany has funds to cover its portion of the cost.

This matter will be on the agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

VJ:imf lg

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
December, 1955

INVESTIGATION OF TRAFFIC HAZARDS
Pacific Highway East (US99E) at Queen Avenue
Albany

Recommendation:

Investigation discloses that the installation of traffic signals is warranted at the intersection of the Pacific Highway East and Queen Avenue in Albany. The installation is estimated to cost $6,000 and should be of the fully actuated type.

Historical Background:

This intersection has been the subject of numerous investigations. A flashing beacon was installed on October 13, 1954. This investigation and report is in response to a request from Mr. William D. Bollman, Acting City Manager.

Investigation:

The point investigated is a four-way intersection at the easterly city limits of Albany. To the west, Queen Avenue is the route of the Corvallis-Eastside Highway. Traffic entering the intersection from Queen Avenue is required to stop before proceeding. The indicated speed on US99E at this point is 45 MPH. As is stated above, there is a flashing beacon at the intersection. Queen Avenue to the west serves the schools, the Bureau of Mines Laboratory and a large residential area. To the east, it leads to a residential and industrial area. There is a large supermarket in the northwest quadrant of the intersection.

A 16-hour vehicle and pedestrian count was taken at the intersection on Tuesday, November 8, 1955. The computed 24-hour volume entering the intersection was 10,383 vehicles with 2,414, or 23% of the total, entering from Queen Avenue. During the 16-hour period of count, 58 pedestrians crossed US99E. The peak-hour volume was between 4:00 and 5:00 P.M., during which time, 999 vehicles entered the intersection with 26% from Queen Avenue.

During the period from January 1, 1950 to August 31, 1955, there were 38 reported accidents at the intersection. Eleven persons were injured and there were no fatalities. 21 of the accidents were of a type that might have been prevented by traffic signals.

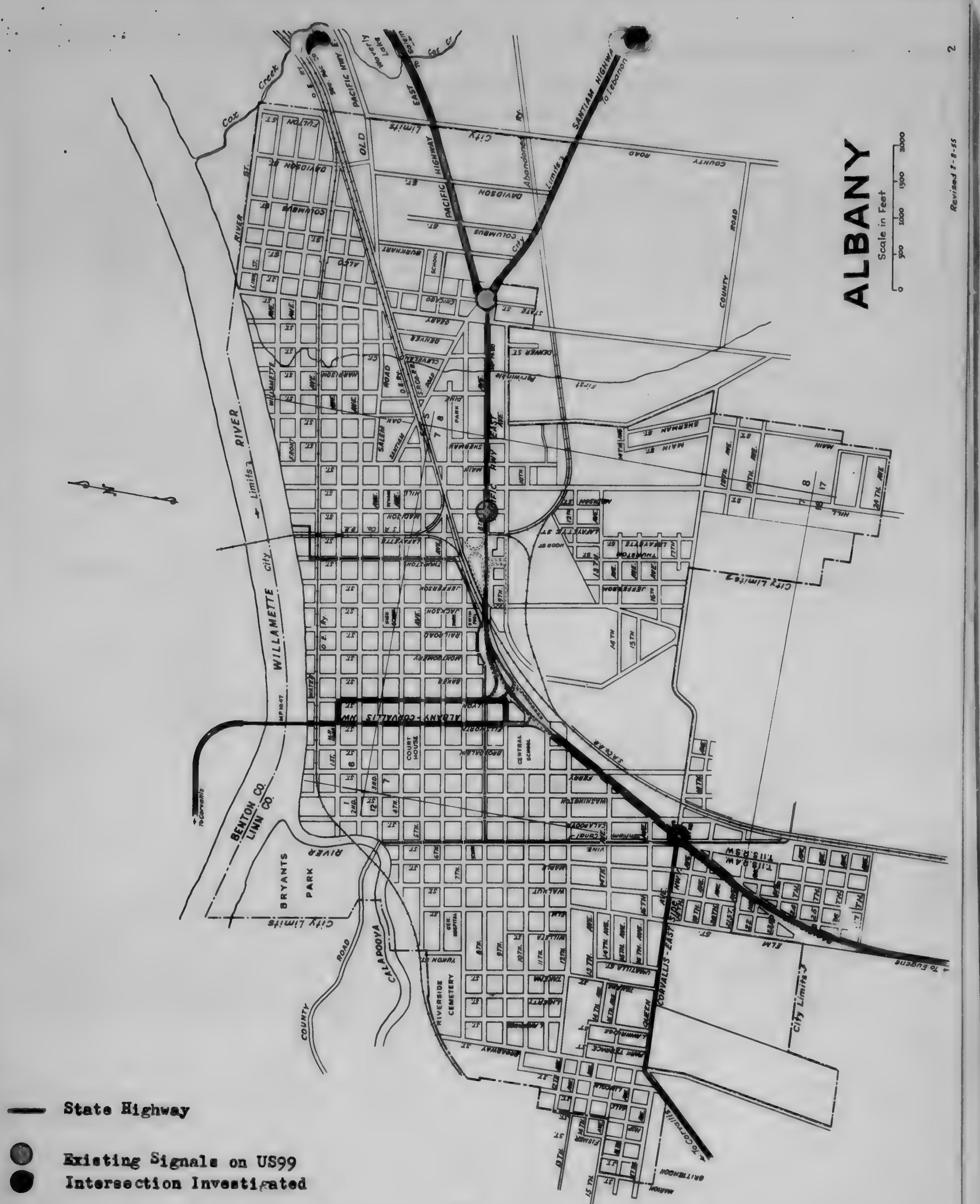
In the table below, conditions at this intersection are compared with the standard warrants for signalization of urban intersections.

Item	US99E and Queen Avenue	Minimum Warrant
Total Volume Warrant:		
Ave. Hourly Total Volume (Max. 8 Hrs.)	742	750
Ave. Hourly Cross-street Volume (Max. 8 Hrs.)	170	175
Pedestrian Warrant:		
Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hrs.)	7	250
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	511	600

Interruption of Continuous Traffic Warrant:		
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	577	750
Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.)	171	75
Accident Warrant:		
Preventable Accidents (Last 12 Months)	2	5

As can be seen from the table, conditions at the intersection very closely approach the standard warrants and it is believed that the installation of traffic signals would be of benefit. For maximum efficiency, fully actuated traffic signals should be installed at an estimated cost of $6,000.

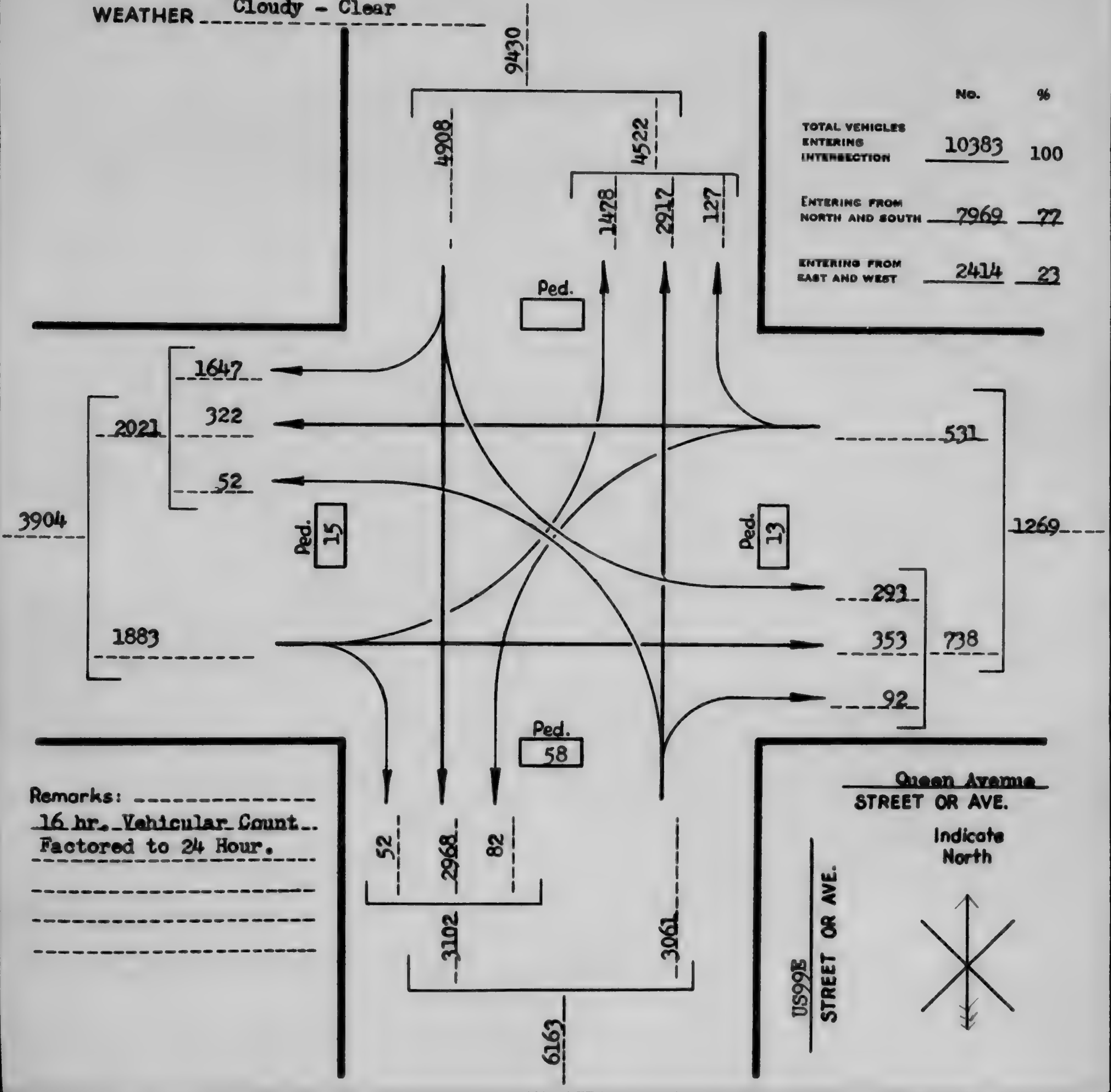
VJ:imf


ALBANY
Scale in Feet
0 500 1000 1500 2000
Revised 2-8-55
2
WILLAMETTE RIVER
City Limits
BENTON CO.
LINN CO.
BRYANTS PARK
RIVER
CALAPOOYA
COUNTY ROAD
RIVERSIDE CEMETERY
COURT HOUSE
CENTRAL SCHOOL
ALBANY-CORVALLIS HWY
CORVALLIS-EASTSIDE HWY
PACIFIC HWY EAST
SANTIAM HIGHWAY
To Lebanon
To Salem
To Eugene
To Corvallis
Cox Creek
Waverly Lake
Abandoned Ry.
State Highway
Existing Signals on US99
Intersection Investigated

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 8, 1955
DAY OF WEEK Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Cloudy - Clear

CITY OF Albany
INTERSECTION OF US99E & Queen Avenue
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	10383	100
ENTERING FROM NORTH AND SOUTH	7969	77
ENTERING FROM EAST AND WEST	2414	23

Remarks:
16 hr. Vehicular Count
Factored to 24 Hour.

rm E-46--2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date November 8, 1955
Day of week Tuesday
Hours counted 6 AM - 10 PM
Weather Cloudy - Clear

Classification All Vehicles

City of Albany
Intersection US99E and Queen Avenue
Station number
Code number

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East
		SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRIANS USING C	
		1	4	17	39	93	52	2	5	2				215	163	76	52	24	206	14	63	147		
A. M.	6:00- 7:00	7	10	148	91	174	119	30	23	12	5	6	3	628	456	73	172	27	549	87	301	319		3
	7:00- 8:00	11	17	189	109	157	178	29	23	6	8	8	5	740	548	74	192	26	661	94	363	362		5
	8:00- 9:00	20	7	69	72	202	194	14	13	2	6	3	6	608	497	82	111	18	564	62	177	413		
	9:00-10:00	19	5	58	73	273	187	11	13	2	1	6	4	652	542	83	110	17	615	41	165	473		
	10:00-11:00	19	3	86	67	237	224	24	33	10	9	7	6	725	581	80	144	20	636	98	223	493		
	11:00-12:00	14	5	92	108	196	171	24	29	3	6	3	2	653	461	74	172	26	586	81	258	381		2
P. M.	12:00- 1:00	19	9	70	75	221	195	16	20	8	6	5	3	647	514	79	133	21	589	78	189	438		
	1:00- 2:00	17	12	75	76	206	227	10	17	7	4	1	5	657	534	81	123	19	613	67	184	450		2
	2:00- 3:00	22	5	127	119	238	207	19	29	5	10	4	3	788	607	77	181	23	718	90	301	467		1
	3:00- 4:00	42	12	161	168	221	286	34	35	13	14		5	991	729	74	262	26	890	150	403	539		
	4:00- 5:00	30	8	153	117	165	199	25	21	3	8	1	3	733	558	76	175	24	672	95	320	379		
	5:00- 6:00	9	3	82	74	107	149	18	22	1				465	347	75	118	25	424	53	196	257		
	6:00- 7:00	14	6	89	67	86	109	26	17	1		3	1	419	299	71	120	29	371	64	203	200		
	7:00- 8:00	13	6	37	36	64	75	8	5		5		1	250	195	78	55	22	231	37	87	145		
	8:00- 9:00	9	3	44	53	58	80	3	16		2			268	193	72	75	28	247	33	116	140		
	9:00-10:00																							
	10:00-11:00																							
	11:00-12:00																							
A. M.	12:00- 1:00																							
	1:00- 2:00																							
	2:00- 3:00																							
	3:00- 4:00																							
	4:00- 5:00																							
	5:00- 6:00																							
24-Hour total		293	127	1647	1478	2968	2917	322	353	82	92	52	52	10383	7969	77	2414	23	9430	1269	3904	6163		
-Hour total																								
16-Hour total		266	115	1497	1344	2698	2652	293	321	75	84	47	47	9439	7244	77	2195	23	8572	1154	3549	5603		13
Control																								
Factor																								

Tabulated by
Computed by
Checked by
Checked by

Pacific Highway East, US99E St. is North and South

Queen Avenue St. is East and West

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

ovember 8, 1955
Tuesday
d 6 AM - 10 PM
Cloudy - Clear

Classification All Vehicles

City of Albany
Intersection US99E and Queen Avenue
Station number
Code number

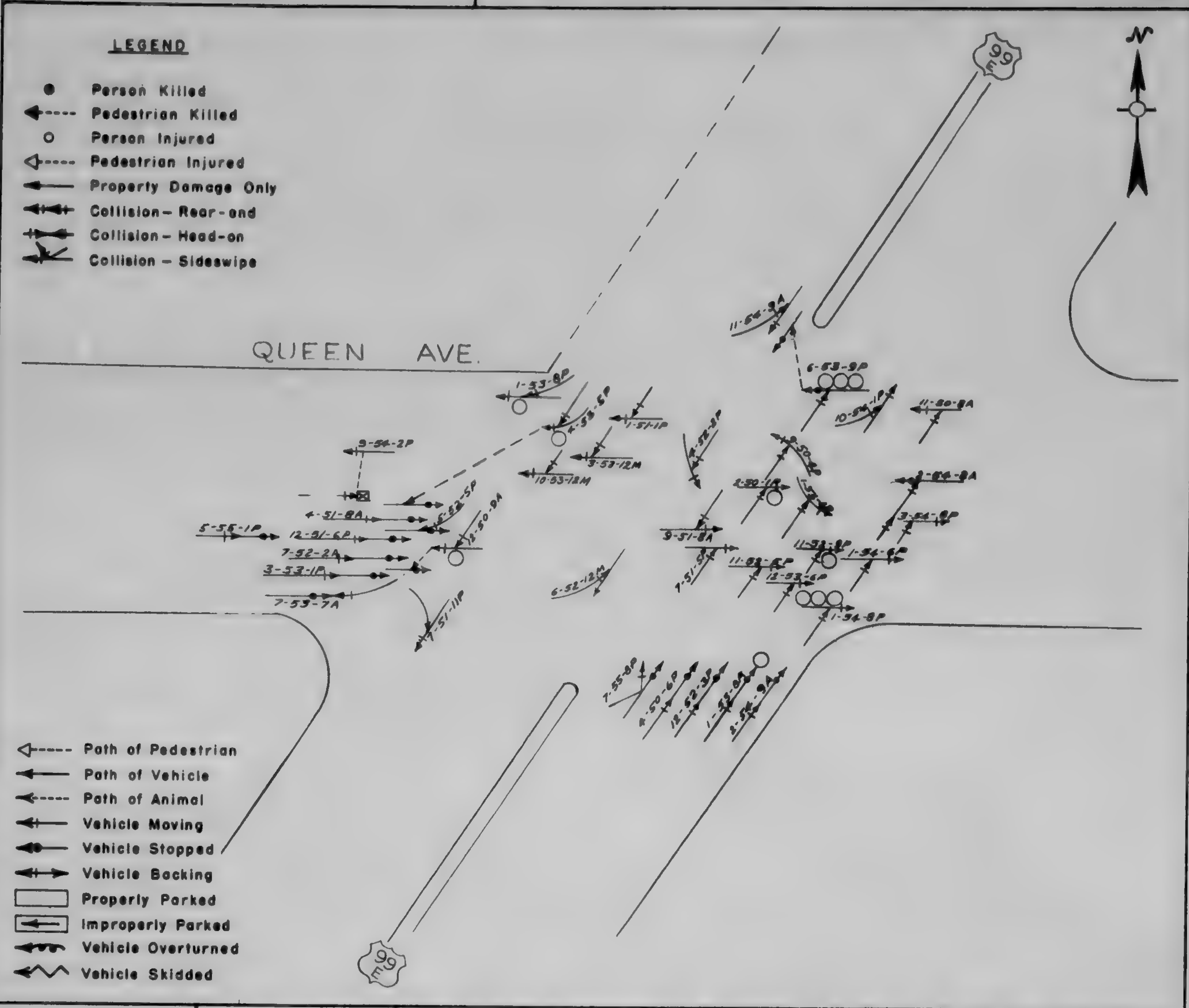
SUMMARY BY MOVEMENTS															SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
17	39	93	52	2	5	2				215	163	76	52	24	206	14	63	147				
148	91	174	119	30	23	12	5	6	3	628	456	73	172	27	549	87	301	319		3		3
189	109	157	178	29	23	6	8	8	5	740	548	74	192	26	661	94	363	362		5		10
69	72	202	194	14	13	2	6	3	6	608	497	82	111	18	564	62	177	413				
58	73	273	187	11	13	2	1	6	4	652	542	83	110	17	615	41	165	473				
86	67	237	224	24	33	10	9	7	6	725	581	80	144	20	636	98	223	493				
92	108	196	171	24	29	3	6	3	2	653	481	74	172	26	586	81	258	381		2	10	6
70	75	221	195	16	20	8	6	5	3	647	514	79	133	21	589	78	189	438			5	1
75	76	206	227	10	17	7	4	1	5	657	534	81	123	19	613	67	184	450		2		
127	119	238	207	19	29	5	10	4	3	788	607	77	181	23	718	90	301	467		1		24
161	168	221	286	34	35	13	14		5	991	729	74	262	26	890	150	403	539				9
153	117	165	199	25	21	3	8	1	3	733	558	76	175	24	672	95	320	379				1
82	74	107	149	18	22	1				465	347	75	118	25	424	53	196	257				1
89	67	86	109	26	17	1		3	1	419	299	71	120	29	371	64	203	200				
37	36	64	75	8	5		5		1	250	195	78	55	22	231	37	87	145				3
44	59	58	80	3	16		2			268	193	72	75	28	247	33	116	140				
1647	1478	2968	2917	322	353	82	92	52	52	10383	7969	77	2414	23	9430	1269	3904	6163				
1497	1344	2698	2652	293	321	75	84	47	47	9439	7244	77	2195	23	8572	1154	3549	5603		13	15	58

Tabulated by
Computed by
Checked by
Checked by

c Highway East, US99E St. is North and South
venue St. is East and West

COLLISION DIAGRAM

Compiled by LD   Drawn by DS   Date 10-31-55



Collision Type	1950-1951				1952-1953				1954				8 Mos. 1955				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		2	4	6		2	4	6		1	3	4						5	11	16
Head-on																				
Rear-end			3	3		1	3	4			1	1			1	1		1	8	9
Sideswipe															1	1			1	1
Turning Movement			2	2		2	5	7			2	2						2	9	11
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.												1	1						1	1
TOTAL		2	9	11		5	12	17		1	7	8			2	2		8	30	38

1950-5
1951-6

1952-7
1953-10

You may already have problems above mentioned and if you have we glad to hear from you. If you do not have the information which we feel would be desirable, we hereby request that such information be made available to us if that is possible.

RECEIVED
OCT 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

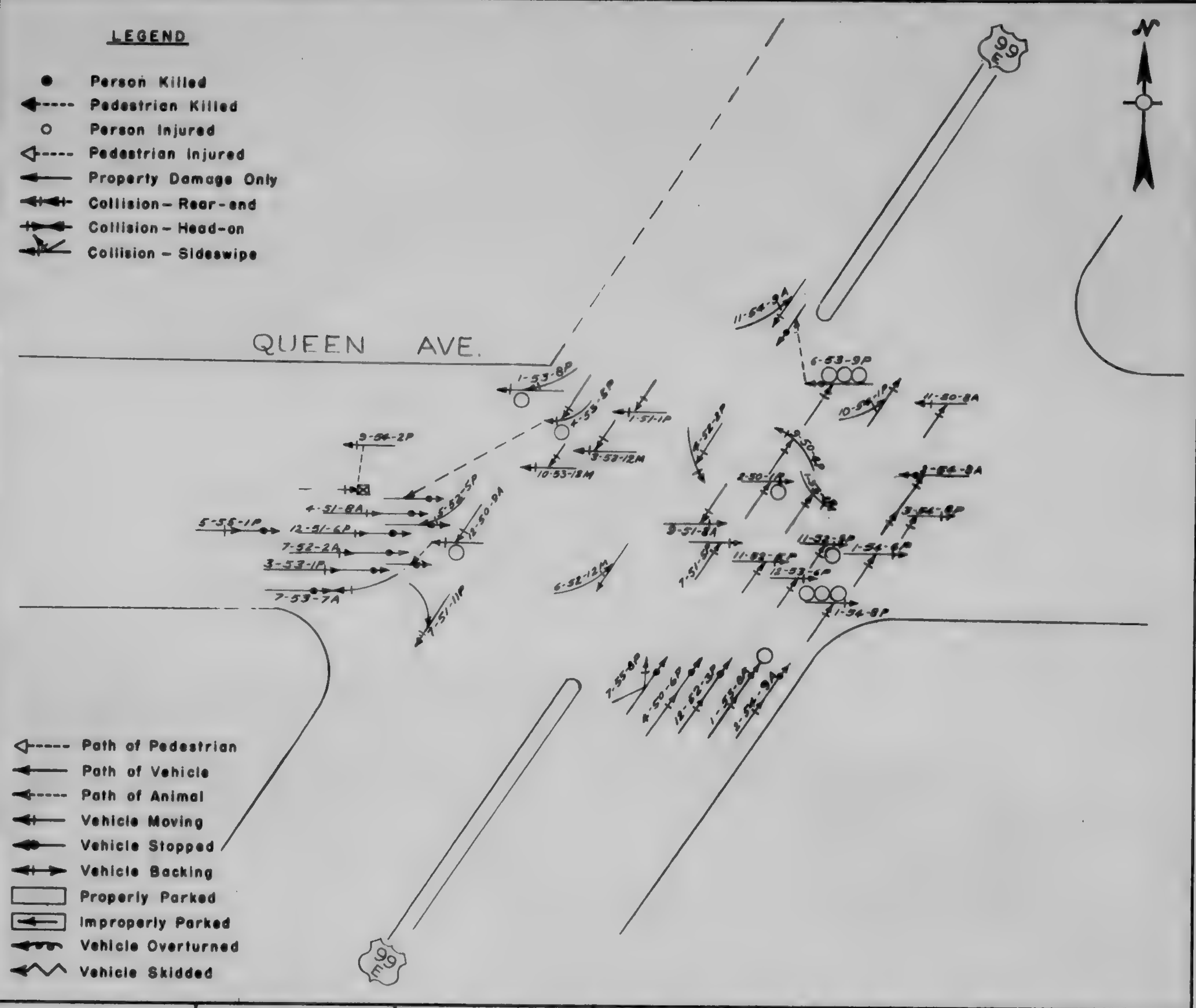
William D. Bollman

William D. Bollman
Acting City Manager

WDB:jh

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of ALBANY County LINN
Intersection of Pacific Hwy East and Queen Ave.
Highway Number US 99E M.P. 76.28
Period Covered 1-1-50 to 8-31-55
Compiled by LD Drawn by DS Date 10-31-55



Collision Type	1950-1951				1952-1953				1954				8 Mos. 1955				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		2	4	6		2	4	6		1	3	4						5	11	16
Head-on																				
Rear-end			3	3		1	3	4			1	1			1	1		1	8	9
Sideswipe															1	1			1	1
Turning Movement			2	2		2	5	7			2	2						2	9	11
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.											1	1							1	1
TOTAL		2	9	11		5	12	17		1	7	8			2	2		8	30	38

1950-5 1952-7
1951-6 1953-10

B

RECEIVED
OCT 24 1955
FOR FILING

October 21, 1955

Mr. William D. Bollman
Acting City Manager
P. O. Box 490
Albany, Oregon

Dear Sir:

In response to your letter of October 20, advise that I will request the Traffic Division to make a study of the situation at the intersection of Queen Avenue and US99E within the city of Albany.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. W. C. Williams
Mr. F. B. Crandall

Mr. Crandall:
Please make the study.

RECEIVED
OCT 25 1955
FOR FILING

CITY OF ALBANY, OREGON
Hub of the Willamette Valley
CITY HALL - 326 W. SECOND AVE.
P. O. BOX 490

October 20, 1955

R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

This letter is in regard to the traffic problem at the intersection of Highway 99E and Queen Avenue within the City of Albany, Oregon.

Sometime ago your department made a traffic count at the above named intersection in order to determine the need for proper traffic control and the count indicated at that time that additional control was desirable and subsequently a flashing light was installed. Since that time it appears that traffic entering the highway from Queen Avenue and crossing the highway at Queen Avenue has increased considerably. Foot traffic across the highway has also increased quite considerably. We believe this foot traffic has increased because of the construction of the new high school on west Queen Ave.

It seems to us here in Albany that a study of the traffic problem at said intersection would be in order. The first item we feel would be worthy of study is a signalized control, possibly of the same type now in operation in the intersection of Madison Street and Highway 99E. The second item we feel should be studied is the rate of speed on Highway 99E between the divided section of the highway south of Queen Avenue and the overpass over the railroad on Highway 99E.

You may already have information available concerning the problems above mentioned and if you have we would be very glad to hear from you. If you do not have the information which we feel would be desirable, we hereby request that such information be made available to us if that is possible.

Sincerely,

William D. Bollman
William D. Bollman
Acting City Manager

RECEIVED
OCT 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

WDB:jh

RECEIVED
APR 25 1956
FOR FILING

FORM E-30X—50,000—10-54—794   22-1604
4680

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1956

SUBJECT: Advance Deposit,
Sweet Home Traffic Signal Installation

To: Mr. C. H. Maison
OFFICE

Attached is City of Sweet Home Voucher No. 6098 in the amount of $3,000. This advance deposit represents the city's share of the estimated total cost of the traffic signal installation at M Street and 18th Avenue in Sweet Home.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: G. S. Paxson
J. Al Head
S. H. Probert

NOTED
G. S. PAXSON

RECEIVED
APR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1956
FOR FILING

FORM 230—50M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1956

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
"M" Street (US20) at 18th Street
Sweet Home

To: John W. Cattrall
County and City Relations Engineer
Office

There are attached eight copies of the state-city agreement covering the installation of traffic signals at the intersection of "M" and 18th Streets in the City of Sweet Home. Will you please care for the further processing of these agreements.

You will note under Item No. 2, under "Things to be Done by the City," that the City shall submit its check for $3,000 and you will also note Item No. 3, wherein it will be necessary for the City to negotiate an easement for the installation of a steel pole and a push button post in the northeast quadrant of the intersection.

F. B. Crandall
F. B. Crandall
Traffic Engineer

VJ:bc

Attachments (8)

cc: G.S.Paxson ✓

RECEIVED
MAR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
MAR 7 - 1956
FOR FILING

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1956

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
"M" Street (US20) at 18th Street
Sweet Home, Oregon

To: Mr. C. W. Enfield
Chief Counsel
Office

NOTED
W. C. WILLIAMS

In a letter from Mr. F. B. Crandall to you, dated March 2, 1956 certain items were set forth which were to be used in the preparation of the traffic signal agreement for the above named location.

It is now found that an additional item should also be included in this agreement:

> The city shall obtain all necessary easements for the installation of steel traffic signal poles.

Will you please take the necessary steps to include this item in the above-mentioned agreement.

J. Al Head
J. Al Head
Assistant Traffic Engineer

LWG:bmc

cc: Mr. W. C. Williams
Mr. J. W. Cattrall

RECEIVED

RECEIVED
FEB 23 1956
FOR FILING

CITY OF SWEET HOME

LINN COUNTY
SWEET HOME, OREGON

February 18, 1956

NOTED
H. B. GLAISYER

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

The City Council of Sweet Home has authorized the Mayor and City Manager to enter into agreement with the State Highway Commission for the installation of a fully actuated traffic signal at the intersection of 18th Avenue and M Street, (U. S. Highway No. 20) at an estimated cost of $6000. It is understood that the City will be required to pay 50% of the installation cost ($3000) and assume the obligation to maintain the signal and furnish electrical energy to operate it.

Very truly yours,
City of Sweet Home
Roy Eames
Roy Eames
City Manager

RE:mh

[illegible] 2/21

RECEIVED
FEB 21 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 8 - 1956
FOR FILING

H-1
12

February 7, 1956

Mr. Roy Eames
City Manager
Sweet Home, Oregon

Dear Mr. Eames:

Reference is made to your letter of October 27, 1955, directed to the State Highway Engineer, Mr. R. H. Baldock, in which you request installation of traffic control lights at the intersection of 18th Avenue and US Highway 20 in your city.

A traffic engineering investigation was made of the conditions obtaining at this intersection and the findings were reported to the State Highway Commission at its meeting on January 26, 1956. The report was given careful consideration by the Commission, and I am pleased to inform you that as a result thereof the Commission authorized the installation of a fully actuated traffic signal at this intersection at an estimated cost of $6,000, upon the condition that the City pay fifty percent of the installation cost ($3,000) and assume the obligation to maintain the signal and to furnish electrical energy to operate it.

Please advise whether or not your City Council is agreeable to the installation on such basis. If so, an agreement will be prepared in this office covering the matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: F. B. Crandall

FORM 8-128 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 3, 1956

Mr. Roy Eames
City Manager
City Hall
Sweet Home, Orego n

Dear Mr. Eames:

This is by way of confirmation of telephone conversation between Mr. Head of this office and yourself some two or three weeks ago to determine if the City of Sweet Home would be able to participate with the State Highway Department in the installation of a traffic signal in your City at the intersection of 18th Avenue and M Street.

I wish to advise that Mr. R. H. Baldock, State Highway Engineer, has presented this matter to the State Highway Commission and at such time as the Commission has acted upon this matter, Mr. H. B. Glaisyer, Secretary, will communicate with you further.

I might mention that the total cost of this installation is some $6,000 and the City's share is $3,000.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By F B Crandall
F. B. Crandall
Traffic Engineer

bc - W. C. Williams
H. B. Glaisyer

RECEIVED
DEC 31 1955
FOR FILING

December 29, 1955

Oregon State Highway Commission

Gentlemen:

We have received a request from Mr. Roy [illegible], City Manager, Sweet Home, for the installation of a traffic signal at the intersection of M Street (US20) and 18th Avenue in that city.

This intersection has been investigated several times in the past. At this point M Street is four lanes in width. This is a school crossing and 18th Avenue to the south is one of the principal streets in the city. A traffic count taken on November 14, 1955 revealed that the computed 24-hour volume entering the intersection was 9,079 vehicles, with [illegible] per cent of the total entering from 18th Avenue. In a 14-hour period of the count, 274 pedestrians, of which 159 were school children, crossed US20. There were 33 reported accidents at this intersection during the period from January 1, 1950 to September 30, 1955. Five persons were injured and there were no fatalities. Nine of the accidents were of a type that might have been prevented by traffic signals.

Comparison of conditions at this intersection with the standard warrant for signalization of urban intersections reveals that on the basis of the November count, the standard warrants are very closely approached. On an average daily traffic basis, the volumes are sufficiently high to meet the warrants.

It is recommended that a fully actuated traffic signal be installed at this intersection at an estimated cost of $6,000, upon the condition that the City share in the cost in accordance with established policy. Sufficient funds have been provided in the 1956 Minor Betterment Budget to care for the State's share of the cost($3,000).

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

FBC:ng 1g

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
December, 1955

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
"M" Street (US20) at 18th Avenue
Sweet Home

Recommendation:

It is recommended that a fully actuated traffic signal be installed at the intersection of "M" Street (US20) and 18th Avenue in the City of Sweet Home. The installation is estimated to cost $6,000.

Historical Background:

This intersection has been investigated several times in the past. This investigation and report is in response to a request from Mr. Roy Eames, City Manager, Sweet Home.

Investigation:

The point investigated is a four-way intersection near the easterly city limits of the City of Sweet Home. West of the intersection, "M" Street is four lanes in width with a five-foot raised concrete median. East of the intersection, there is a four-lane street with a jiggle bar median. This intersection is a school crossing with the schools being on and near 18th Avenue, south of the intersection. The indicated speed on US20 at this point is 25 MPH. To the south, 18th Avenue leads to one of the main county roads leading out of Sweet Home. At the present time, traffic entering the intersection from 18th Avenue is required to stop before proceeding.

A 16-hour vehicle and pedestrian count was taken at the intersection on Monday, November 14, 1955. The computed 24-hour volume entering the intersection was 9,879 vehicles with 2,196, or 22% of the total, entering from 18th Avenue. During the 16-hour period of count, 247 pedestrians, of which 159 were school children, crossed US20.

As is shown by the collision diagram, there were 33 reported accidents at this intersection during the period from January 1, 1950 to September 30, 1955. Five persons were injured and there were no fatalities. Nine of the accidents were of a type that might have been prevented by traffic signals. There were three pedestrian accidents, all of which were of a preventable type.

Speed checks taken at the approaches to the intersection revealed that 85% of all vehicles approching the intersection were traveling at or below a speed of 27.25 MPH. The ten-mile range containing the largest number of vehicles was from 18 to 28 MPH and the maximum speed recorded was 34 MPH.

In the table below, conditions at this intersection are compared with the minimum warrants for signalization of urban intersections:

Item	Eighteenth and "M"	Minimum Warrant
Total Volume Warrant:		
Ave. Hourly Total Volume (Max. 8 Hrs.)	716	750
Ave. Hourly Cross-Street Volume (Max. 8 Hrs.)	162	175

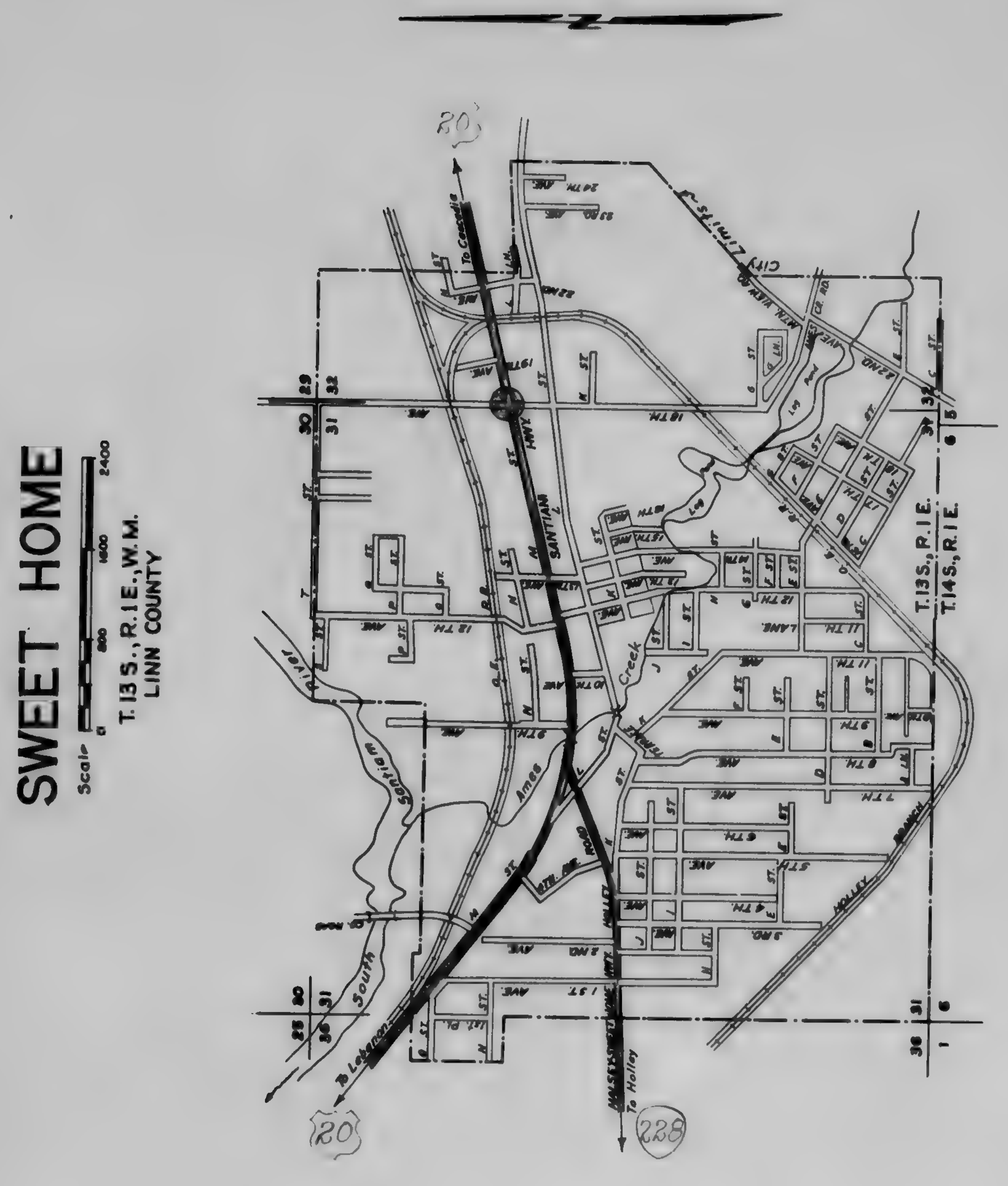
Pedestrian Warrant:		
Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hrs.)	28	250
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	530	600
Interruption of Continuous Traffic Warrant:		
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	555	750
Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.)	184	75
Accident Warrant:		
Preventable Accidents (Last 12 Months)	0	5

From the table, it is found that the total volume warrant is very closely approached. This is on the basis of the November count. If the traffic volumes were placed on an ADT base, the volume warrants would be met.

It is recommended that traffic signals be installed at this intersection. Minimum delay and accident potential will result from the installation of a fully actuated traffic signal. Such a signal is estimated to cost $6,000.

VJ:imf

Rev 9-13-55



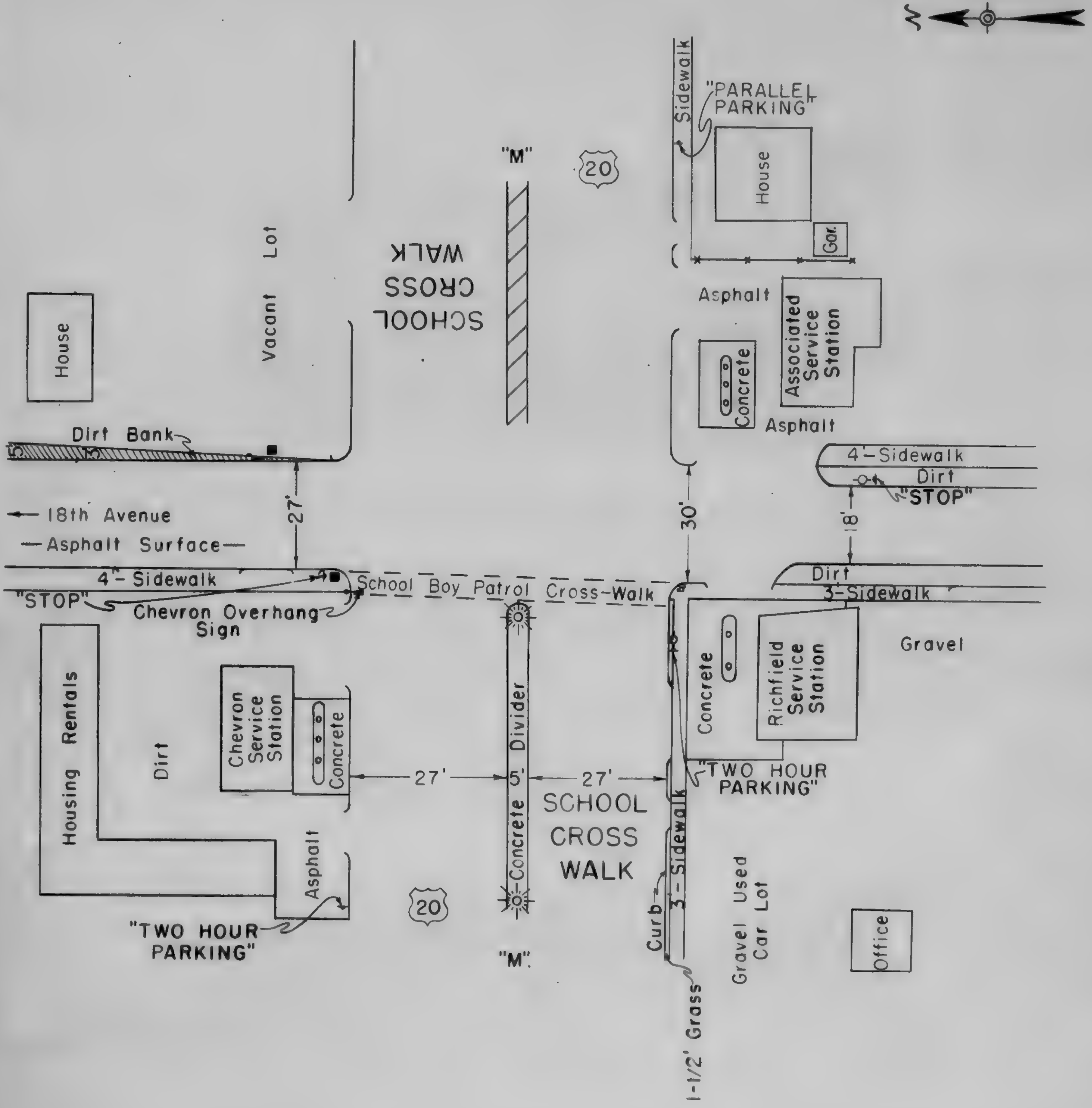
▬ State Highway

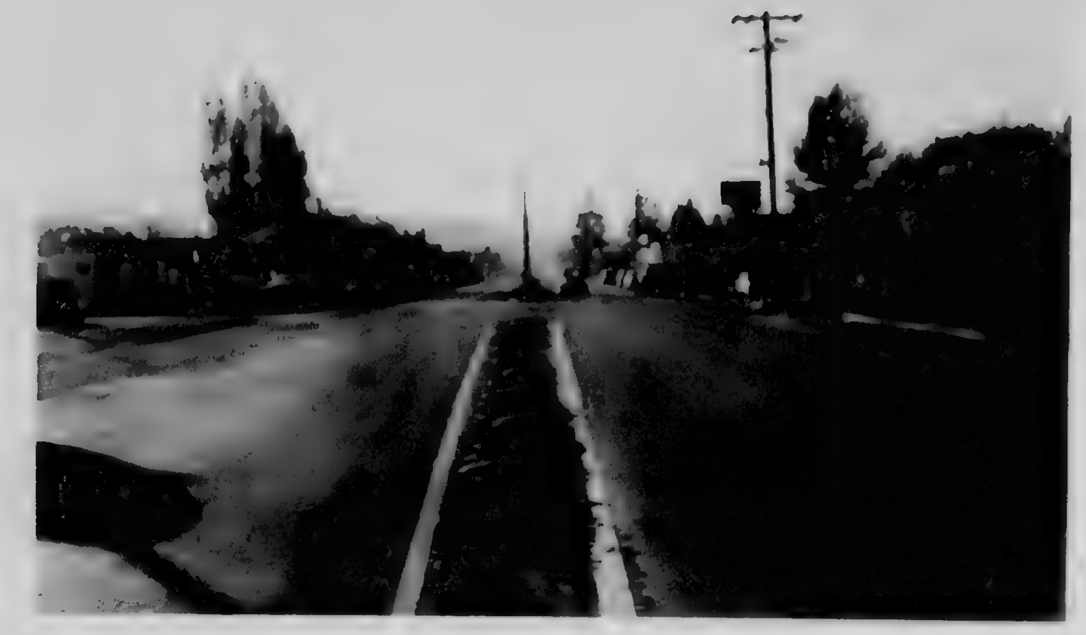
● Intersection Investigated

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

SKETCH MAP
"M" STREET (US 20) & 18th AVENUE
SWEET HOME

No Scale November, 1955





1.

2.

3.

4.

TYPICAL VIEWS
"M" Street (US20) and 18th Avenue - Sweet Home

1. Looking west on "M" Street (US20) from 200 feet east of 18th Avenue.
2. Looking east on "MW Street (US20) from 200 feet west of 18th Avenue.
3. Looking south on 18th Avenue from 100 feet north of "M" Street (US20).
4. Looking north on 18th Avenue from 100 feet south of "M" Street (US20).

2.

3.

4.

TYPICAL VIEWS

"M" Street (US20) and 18th Avenue - Sweet Home

1. Looking west on "M" Street (US20) from 200 feet east of 18th Avenue.
2. Looking east on "MW Street (US20) from 200 feet west of 18th Avenue.
3. Looking south on 18th Avenue from 100 feet north of "M" Street (US20).
4. Looking north on 18th Avenue from 100 feet south of "M" Street (US20).

3.

4.

TYPICAL VIEWS
"M" Street (US20) and 18th Avenue - Sweet Home

1. Looking west on "M" Street (US20) from 200 feet east of 18th Avenue.

2. Looking east on "MW Street (US20) from 200 feet west of 18th Avenue.

3. Looking south on 18th Avenue from 100 feet north of "M" Street (US20).

4. Looking north on 18th Avenue from 100 feet south of "M" Street (US20).

4.

TYPICAL VIEWS

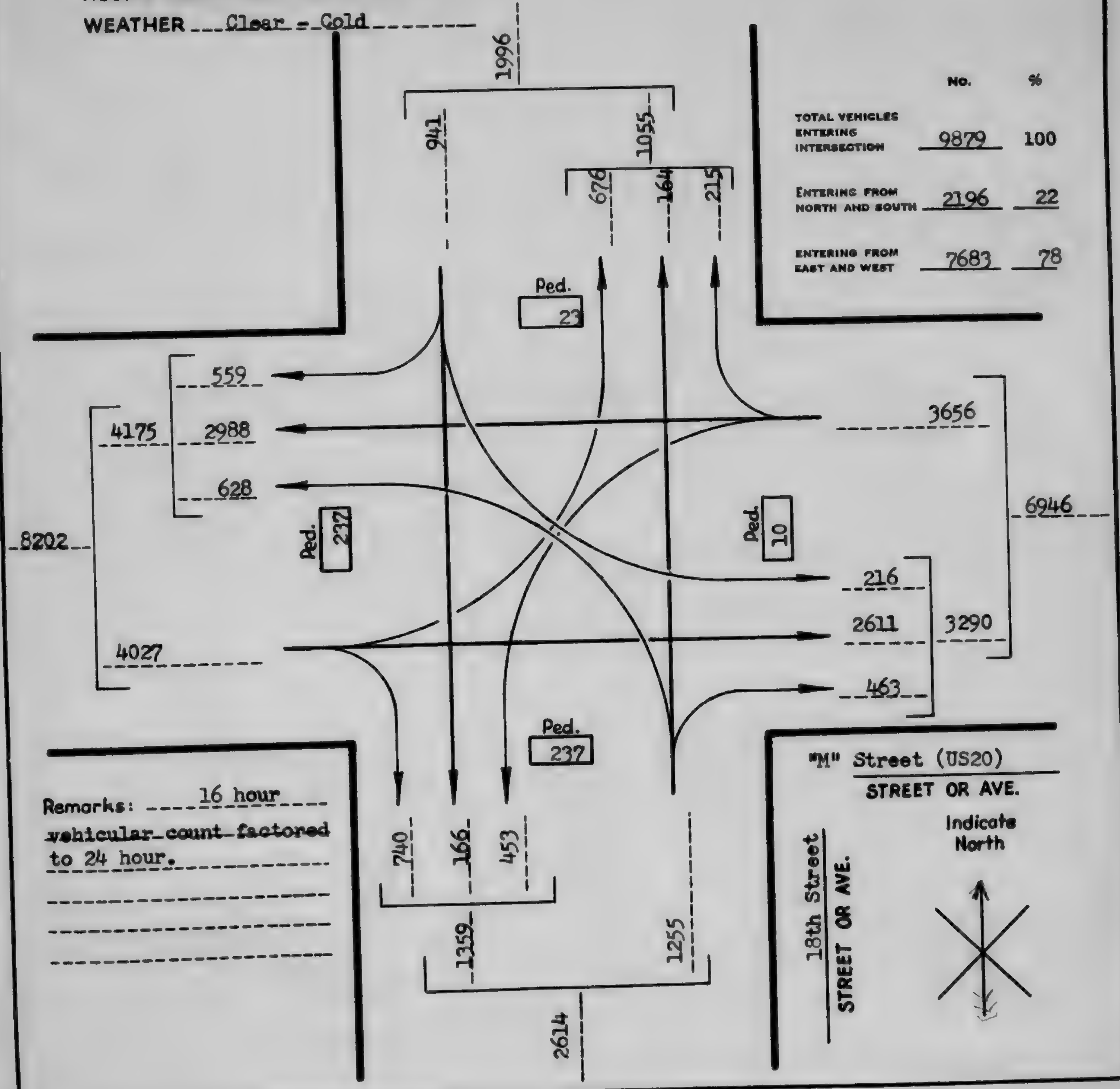
"M" Street (US20) and 18th Avenue - Sweet Home

1. Looking west on "M" Street (US20) from 200 feet east of 18th Avenue.
2. Looking east on "MW Street (US20) from 200 feet west of 18th Avenue.
3. Looking south on 18th Avenue from 100 feet north of "M" Street (US20).
4. Looking north on 18th Avenue from 100 feet south of "M" Street (US20).

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 14, 1955
DAY OF WEEK Monday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Clear - Cold

CITY OF SweetHome
INTERSECTION OF "M" Street, Santiam Highway (US20) and 18th Street.
STATION NO
CODE NO
CLASSIFICATION All Vehicles and Ped.



	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	9879	100
ENTERING FROM NORTH AND SOUTH	2196	22
ENTERING FROM EAST AND WEST	7683	78

Remarks: 16 hour vehicular count factored to 24 hour.

"M" Street (US20)
STREET OR AVE.

18th Street
STREET OR AVE.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Nov. 14, 1955
Day of week Monday
Hours counted
Weather Clear - Cold

Classification All Vehicles

City of Sweet Home
Intersection "M" Street, Santiam Hwy. (US20) and 18th St.
Station number
Code number

SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
																					North		East		West		South	
North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	Other	School	Other	School	Other	School	Other	School
6	10	12	44	3	13	51	112	4	21	10	6	292	61	21	231	79	88	204	235	57	-	-	-	-	1	-	-	-
12	13	14	64	13	16	104	192	11	22	9	21	491	98	20	393	80	132	354	404	92	2	-	-	-	-	-	2	-
11	6	19	20	11	3	147	113	45	16	33	62	486	122	25	364	75	70	338	394	170	-	-	-	-	1	50	2	65
5	7	27	25	8	8	183	118	24	21	33	35	494	104	21	390	79	80	358	421	129	-	-	-	-	4	-	6	2
19	20	30	28	6	7	180	135	23	31	34	33	546	126	23	420	77	110	408	440	134	3	-	-	-	2	-	3	-
29	13	71	52	24	11	190	156	33	53	52	42	726	230	32	496	68	200	474	563	215	1	-	-	-	7	5	7	-
11	23	28	59	10	18	209	182	29	32	72	54	727	153	21	574	79	149	486	604	215	3	4	-	-	6	15	8	26
8	5	38	54	10	5	210	184	40	31	44	41	670	133	20	537	80	120	478	571	171	1	-	-	-	11	-	9	-
14	15	34	39	11	8	204	188	37	19	37	18	624	104	17	520	83	121	477	520	130	-	-	1	-	5	16	4	8
17	15	58	36	12	10	256	203	39	38	55	35	774	170	22	604	78	148	568	643	189	-	2	-	-	2	65	-	49
14	19	82	59	15	19	327	211	49	46	66	52	959	228	24	731	76	208	666	797	247	2	1	6	1	21	7	21	11
16	23	41	45	9	12	223	190	26	36	54	36	711	150	21	561	79	146	514	589	173	-	-	1	-	4	-	5	-
14	11	23	26	2	4	160	158	8	18	53	45	522	106	20	416	80	80	369	465	130	2	-	-	-	6	-	2	-
9	7	18	26	10	3	117	105	28	10	59	30	422	80	19	342	81	73	276	355	140	-	-	-	-	5	-	3	-
3	3	7	27	3	7	87	72	10	12	33	36	300	68	23	232	77	50	187	262	101	2	-	1	-	2	-	2	-
8	5	6	11	4	5	68	55	6	15	29	25	237	63	27	174	73	39	157	194	84	-	-	-	-	2	-	2	-
216	215	559	676	166	164	2988	2611	453	463	740	628	9879	2196	22	7683	78	1996	6946	8202	2614	16	7	9	1	79	158	76	161
196	195	508	615	151	149	2716	2374	412	421	613	571	8981	1996	22	6985	78	1814	6314	7457	2377								

Tabulated by
Computed by
Checked by
Checked by

18th St. is North and South
"M" Street, Santiam Hwy(US20) St. is East and West

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Nov. 14, 1955
Day of week Monday
Hours counted
Weather Clear - Cold

Classification All Vehicles

City of Sweet Home
Intersection "M" Street, Santiam H
and 1
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	Other
A.M.	6:00- 7:00	6	10	12	44	3	13	51	112	4	21	10	6	292	61	21	231	79	88	204	235	57	-
	7:00- 8:00	12	13	14	64	13	16	104	192	11	22	9	21	491	98	20	393	80	132	354	404	92	2
	8:00- 9:00	11	6	19	20	11	3	147	113	45	16	33	62	486	122	25	364	75	70	338	394	170	-
	9:00-10:00	5	7	27	25	8	8	183	118	24	21	33	35	494	104	21	390	79	80	358	421	129	-
	10:00-11:00	19	20	30	28	6	7	180	135	23	31	34	33	546	126	23	420	77	110	408	440	134	3
	11:00-12:00	29	13	71	52	24	11	190	156	33	53	52	42	726	230	32	496	68	200	474	563	215	1
P.M.	12:00- 1:00	11	23	28	59	10	18	209	182	29	32	72	54	727	153	21	574	79	149	486	604	215	3
	1:00- 2:00	8	5	38	54	10	5	210	184	40	31	44	41	670	133	20	537	80	120	478	571	171	1
	2:00- 3:00	14	15	34	39	11	8	204	188	37	19	37	18	624	104	17	520	83	121	477	520	130	-
	3:00- 4:00	17	15	58	36	12	10	256	203	39	38	55	35	774	170	22	604	78	148	568	643	189	-
	4:00- 5:00	14	19	82	59	15	19	327	211	49	46	66	52	959	228	24	731	76	208	666	797	247	2
	5:00- 6:00	16	23	41	45	9	12	223	190	26	36	54	36	711	150	21	561	79	146	514	589	173	-
	6:00- 7:00	14	11	23	26	2	4	160	158	8	18	53	45	522	106	20	416	80	80	369	465	130	2
	7:00- 8:00	9	7	18	26	10	3	117	105	28	10	59	30	422	80	19	342	81	73	276	355	140	-
	8:00- 9:00	3	3	7	27	3	7	87	72	10	12	33	36	300	68	23	232	77	50	187	262	101	2
	9:00-10:00	8	5	6	11	4	5	68	55	6	15	29	25	237	63	27	174	73	39	157	194	84	-
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	24-Hour total	216	215	559	676	166	164	2988	2611	453	463	740	628	9879	2196	22	7683	78	1996	6946	8202	2614	
	16-Hour total	196	195	508	615	151	149	2716	2374	412	421	613	571	8981	1996	22	6985	78	1814	6314	7457	2377	1
	-Hour total																						
	Control																						
	Factor																						

Tabulated by
Computed by
Checked by
Checked by

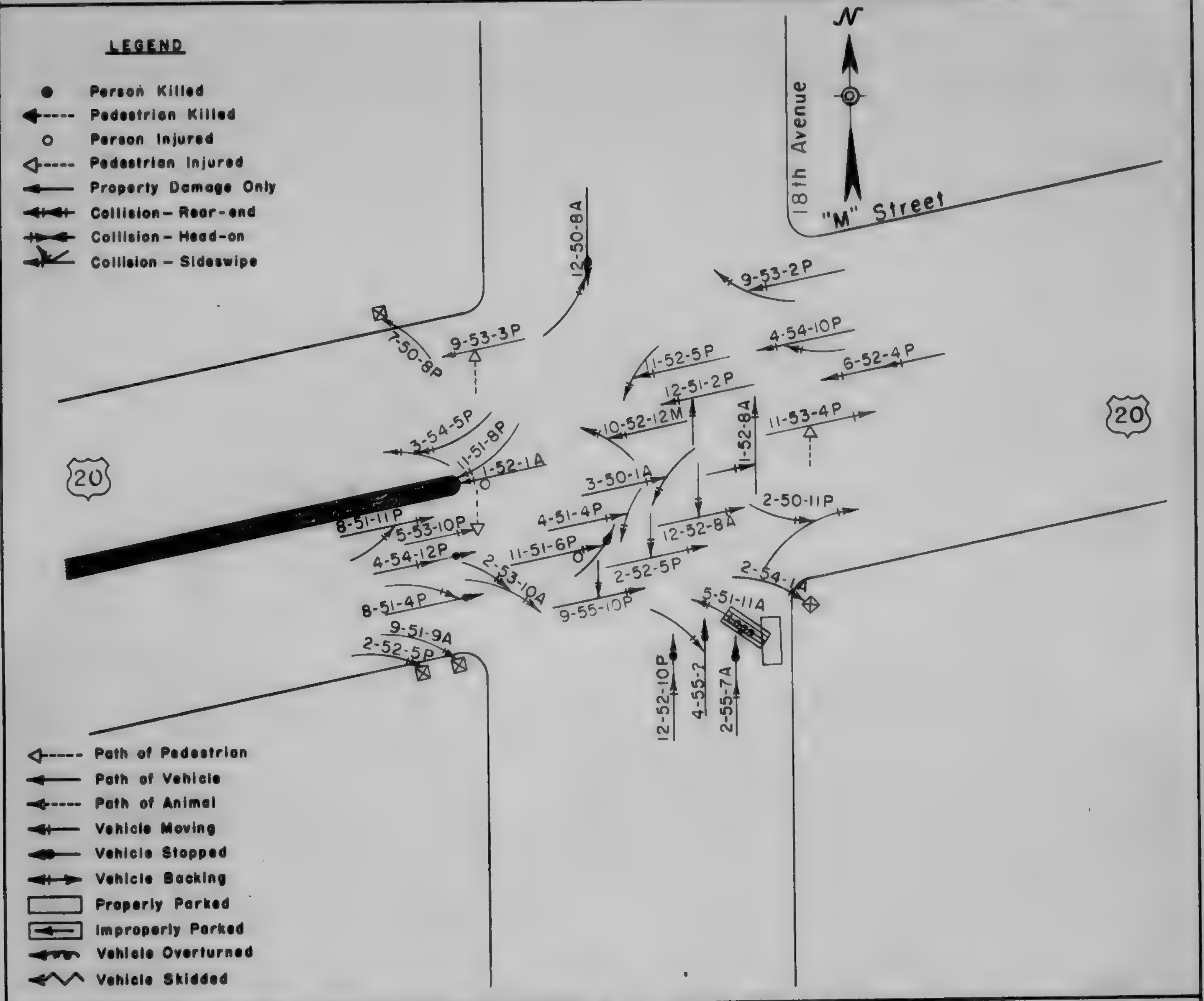
18th St. is North and South
"M" Street, Santiam Hwy (US20) St. is East and West

STATE PRINTING DEPT.

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Sweet Home County Linn
Intersection of "M" Street and 18th Avenue
Highway Number 16 US 20
Period Covered 1-1-50 9-30-55
Compiled by L.D. Drawn by A.B.C. Date 11-8-55



Collision Type	1950 - 1951				1952 - 1953				1954				9 mos. - 1955				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1			3	3							1	1			5	5
Head-on																				
Rear-end							2	2			1	1			1	1			4	4
Sideswipe																				
Turning Movement		1	7	8			4	4			2	2			1	1		1	14	15
Parking																				
Non-collision																				
Fixed Object			3	3		1	1	2			1	1						1	5	6
Pedestrian						3		3										3		3
Backing																				
Misc.																				
TOTAL		1	11	12		4	10	14			4	4			3	3		5	28	33

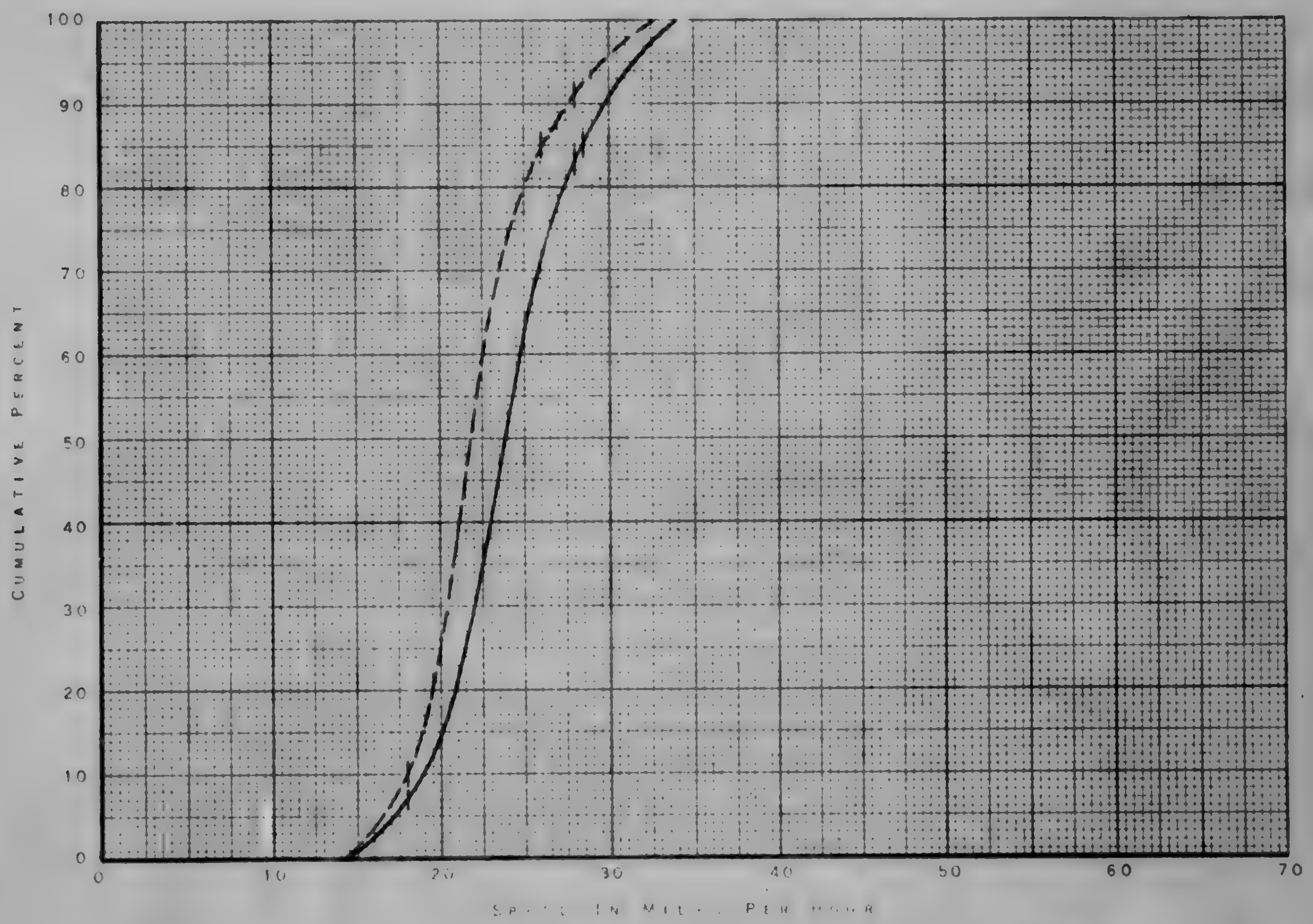
1950-4
1951-8

1952-9
1953-5

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. US20
HIGHWAY NO. 16
MILE POST 27.82
GENERAL LOCATION 100 Feet East and West of 18th Avenue - Sweet Home

DATE November 8, 1955
TIME 11:30 a.M TO 1:45 pm
PAVEMENT CONDITION Dry
NUMBER IN SAMPLE 200
——— East BOUND
— — — West BOUND



ITEM	East BOUND	West BOUND
85 % SPEED	26.0	28.5
PACE LIMITS	18-28	18-28
MAX. SPEED	34	33

RECEIVED
NOV 2 1955
FOR FILING

November 1, 1955

Mr. Roy Eames
City Manager
Sweet Home, Oregon

Dear Mr. Eames:

I have asked Mr. Crandall, the Traffic Engineer, to investigate your problem at the intersection of 18th Avenue and US20.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. Williams
Mr. Crandall

P

CITY OF SWEET HOME

LINN COUNTY, OREGON

October 27, 1955

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

The City of Sweet Home, has a serious traffic congestion problem at the intersection of 18th Avenue and U.S. Highway No. 20. The 18th Avenue traffic approaching the highway from the North has a tendency to pile up at various periods during the day, particularly when the working shifts change at the industrial mill site in the Northeast section of Sweet Home.

We have given considerable thought to this problem but as yet are unable to solve the problem short of traffic lights.

Perhaps your traffic Engineer's office could assist or advise us as to how to attack the problem. We are nearly convinced that traffic control lights at this intersection are necessary. At any rate I have been directed to request a complete investigation of the traffic congestion condition at the aforementioned intersection.

We appreciate very much the fine cooperation we have received from you in similar matters in the past.

Very truly yours,
City of Sweet Home

Roy Eames

Roy Eames
City Manager

RE:mh

RECEIVED
OCT 31 1955
OFFICE OF
STATE HIGHWAY ENGINEER

26-1619 Median Fence on Harbor Dr. 1956
in Portland
4681

FORM E-123 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 31 1957
FOR FILING

26-1619

4681

January 30, 1957

United States Steel Corporation,
American Steel & Wire Division,
Cyclone Fence Department
400 N. E. 11th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 22, 1956 had under discussion your request for an extension of time from September 30, 1956 to December 4, 1956 within which to complete your contract No. 4681, for constructing fence on the Harbor Drive Median on the Pacific East Highway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

a

RECEIVED
JAN 29 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 16, 1957

26-1619
~~(CONTRACT NO.)~~

4681	3 Final	United States Steel Corp. American Steel & Wire Div, Cyclone Fence Dept.
(VOUCHER NO.)	(EST. NO.)	(CONTRACTOR)

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
563	H170651	$153.41	1/16/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F. Cole
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Dec. 4, 1956

Completion Date: Dec. 4, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-25-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

25 1957

NOTED ON CARD
gl

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JAN 15 1957
FOR FILING

26-1619

4611

January 14, 1957

Request for extension of time
No. 5
January 22 and 23, 1957 meeting

Oregon State Highway Commission

Gentlemen:

Re: Fence on the Harbor Drive Median
Contract No. 4611

The United States Steel Corporation, contractor on the fence on the Harbor Drive Median on the Pacific West Highway in Multnomah County, has requested a second extension of time from October 31, 1956, to December 4, 1956, the date of completion.

All work on this project with exception of the electric wiring for the electric gate was completed before the expiration of the first time extension.

The contractor was delayed by being required to perform additional electric work for the electric gate controls.

It is recommended that this second extension of time be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

FMG/sm
Attached

RECEIVED
JAN 4 - 1957
FOR FILING

26-1619

[illegible]

January 4, 1957

CERTIFIED MAIL

Federal Insurance Company
Marsh & McLennan, Agent
Equitable Bldg.
Portland, Oregon

Gentlemen:

State Highway Contract No. 4621 for median fence on the Hooker St.-Pennoyer St. Section (Portland) of the Pacific Highway in Multnomah County was completed by the contractor, United States Steel Corporation, American Steel & Wire Division, Cyclone Fence Department, on December 4, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $153.41 will be released to the contractor after acceptance by the State Highway Commission. The total contract amount is $5,113.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

Form E-1-Rev 6-55—10M

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 21, 1956

Section Hooker ST. to Pennoyer St. (Portland)
Kind of work Fence on Harbor Drive Median
Highway Pacific
Section prefix 26-1619
Contractor U.S. Steel Corp. et al
Contract number 4681
Date of contract April 27, 1956
Date of completion July 31, 1956
Date work started Sept. 6, 1956
Estimated date of completion Dec. 4, 1956
Project authorization $ 5,618.25
Exclusive of Engineering $ 5,218.75
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $ 5,163.50
Estimated per cent underrun 1.06 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 399.52
Engineering cost to date $ 350.00, 87.6 %
Date project was completed Dec. 4, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Cyclone Fence firm agreed to alter the manual gate control without charge, to conform to the specifications of Mr. Lundell, City of Portland Electrician.

The project was finished Dec. 4, 1956 and the Final Estimate has been sent in to Salem.

NOTED

Noted
M. N. Juve

Signed L. A. J. By A. C. Upham
Lowell A. Johnston
Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 36385

	GRADING Fencing	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1,395 ft.				
Miles partially completed					
Miles completed	1,395 ft.				
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	None				
Hours per shift	0				
Average force on project for week	0				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers..........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Partly Cloudy		
Saturday			

A

RECEIVED
DEC 11 1956

~~FOR FILING~~
26-1019

4681

December 13, 1956

CERTIFIED MAIL

Federal Insurance Company
Marsh & McLennan, Agent
Equitable Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to U.S. Steel Corporation, American Steel & Wire Division, Cyclone Fence Department, in connection with contract No. 4681, for median fence on the Hooker St.-Pennoyer St. (Portland) Section of the Pacific Highway in Multnomah County. This payment in the amount of $2,605.24 will be released to the contractor on or after December 24, 1956. The retained percentage is $153.41.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

FORM E-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 10 1956
FOR FILING
[illegible]
[illegible]

October 9, 1956

U. S. Steel Corporation,
American Steel & Wire Division,
Cyclone Fence Department
400 N.E. 11th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from July 31 to September 30, 1956 within which to complete your contract No. 4681, for median fence on Hooker St.-Pennoyer St., Harbor Drive in Portland Section of Pacific Highway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
SEP 17 1956
FOR FILING

26-1619

4661

September 13, 1956

Request for extension
of time
No. 18
September 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Harbor Drive Median Fencing
Project in Portland
Contract No. 4661

The U. S. Steel Corporation, contractors on the fencing on the Harbor Drive Median on the Pacific Highway in Portland, has requested an extension of time from July 31, 1956, to September 30, 1956, in which to complete the project.

The contractor was delayed by the non-arrival of materials. At this date the project is about 80% complete.

It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

PMB/mm

Attached

FORM E30—60M—2-55—82966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 7th, 1956

SUBJECT: Extension of Time
Hooker St.-Pennoyer St. Fencing
Contract 4681, Prefix 26-1619

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

I am forwarding herewith Contractor's Request for Extension of Time on contract No. 4681 for the fence on the Harbor Drive median from Hooker Street to Pennoyer Street under contract to the United States Steel Corporation. They have requested a 61day of time from July 31, 1956 to September 30, 1956.

They have given as their reasons, material delays, some delay occasioned by design change, and time for approval of anchor details. I would recommend that this extension be granted without penalty.

A E Johnson
A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: Lowell A. Johnston

RECEIVED
SEP 11 1956
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RECEIVED
SEP 11 1956
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 13 1956
FOR FILING

F

June 13, 1956

U. S. Steel Corporation,
American Steel & Wire Division,
Cyclone Fence Department
400 N.E. 11th Avenue
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4681, which was awarded to you by the State Highway Commission, covering fence on Harbor Drive Median on the Hooker Street to Pennoyer Street, Portland, Section of the Pacific Highway in Multnomah County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 1 - 1956
FOR FILING

26-1619

4681

April 30, 1956

U. S. Steel Corp.,
American Steel & Wire Division,
Cyclone Fence Dept.
400 N. E. 11th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4681 for the installation of a median fence and an electrically-operated gate on Harbor Drive in Portland, Multnomah County.

This award was based on your bid of $4,994.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

R

RECEIVED
MAR 28 1956
FOR FILING

26-1619

DEPARTMENT OF PUBLIC WORKS
WM. A. BOWES, COMMISSIONER

JOHN L. CARPENTER
CHAIRMAN
ROBERT L. RAU
VICE CHAIRMAN

MAIL:
414 CITY HALL
PORTLAND 4, OREGON
OFFICE:
526 S. W. MILL STREET
CA 8-6141
EXT. 373

ENGINEERING EDUCATION ENFORCEMENT
PORTLAND TRAFFIC SAFETY COMMISSION
COURTESY CAUTION COMMON SENSE

COMMISSION MEMBERS:
JOHN N. ADAMS
JOHN A. CORENBAUM
WM. A. OLIVER
M. E. STEELE
WALKER M. TREECE
MRS. R. H. WALTER
HAYWARD ANDREWS

TRAFFIC SAFETY COMMISSION
PAUL E. LIPPOLD, DIRECTOR

March 27, 1956

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Your letter to Mr. Fred Fowler in regard to the construction of a fence on S. W. Harbor Drive was read at our recent Traffic Engineering Committee meeting.

This committee of our Traffic Safety Commission was very pleased to hear that the State Highway Commission had approved this project as suggested by our Commission.

On behalf or our Traffic Engineering Committee, I would like to express to you our appreciation for the fine cooperation given in this matter. We believe that the construction of this fence will eliminate to a great degree the pedestrian crossing hazards now present at this location. Please convey our thanks to your Commission.

Sincerely,

P. E. Lippold

Paul E. Lippold
Director

PEL:mb

RECEIVED
STATE [illegible]

NOTED
H. B. GLAISYER

RECEIVED
MAR 12 1956
FOR FILING

Salem, Oregon
March 9, 1956

Fence on median Hooker Street
to Pennoyer Street on Harbor Drive

Mr. P. M. Stephenson

The Highway Commission authorized the installation of a fence on the median in that section of Harbor Drive between Hooker Street and Pennoyer Street in Portland. This authorization was made on an estimated cost of $6,000. The purpose of this fence is to prevent pedestrians from walking across Harbor Drive at grade and to force them to use the pedestrian overcrossing and undercrossings now provided.

The limits of the project are, starting at the north end, at a point opposite the south end of the handrail on the west side of the Arthur Street viaduct, extending south to the north end of the pier of the Hooker Street pedestrian overcrossing; then from the south end of the pier of the Hooker Street pedestrian overcrossing continuously to the north backwall of the Wood Street subway. There will be no fence from this point to the south backwall of the Grover Street subway. Starting at the south backwall of the Grover Street subway continuously to the north end of the opening in the median for the fire department between Gibbs and Whitaker Streets; starting at the south end of this opening continuously to the south end of the handrail which forms the median on the partial viaduct between Curry and Pennoyer Streets.

The fence will consist of a chain link wire mesh 3'-6" high and mounted on pipe posts so that the bottom of the fence is 6 inches above the surface of the median, making the top 4'-0" above the surface of the median. The mesh shall be smooth finish on the bottom and barbed finish at the top. The mesh is to be No. 9 gage wire with 2-inch mesh galvanized after weaving. It is to be attached to the line posts with fabric bands at not to exceed 14-inch centers. At anchor posts and at connections to existing light posts the fence is to have a stretcher bar attached to the post with suitable fittings. The top of the mesh is to be supported by a 7-gage galvanized coiled tension wire.

The anchor posts are to be 2½-inch galvanized standard pipe, and each anchor post shall have a back brace of 1½-inch standard pipe placed at an angle of 30° to the horizontal, attached to the top of the posts and fitting into a sleeve cast into the median. The line posts will consist of 1½-inch standard galvanized pipe. All posts shall have either a galvanized pipe cap at the top or an inserted ball-type fitting.

There are a number of steel lamp posts now in the median. The fence shall be cut at each of these lamp posts and attached to the post with a stretcher bar and appropriate fittings which clamp around the posts. The posts shall be set into galvanized pipe sleeves 18 inches long which will be placed in the median and surrounded by not less than 6 inches of concrete for their entire depth below the surface of the median. The sleeves shall project above the median 1 inch to prevent as far as possible water and debris from getting into the sleeves. The sleeves shall be open, and on the bottom end care shall be taken that they are not plugged by concrete so that any water will have a chance to drain away into the soil.

The contractor will be permitted to use the median for tools and material during working hours, but it should be entirely cleared when he is not working. He could be allowed to park trucks in one lane for unloading tools and materials, but not to leave trucks standing longer than necessary. A flagman should be provided when vehicles are parked in the lane.

I am advised that material for the fence is in stock and can be obtained on short notice. We can allow 45 working days for the completion of the work after work is actually started, and can require a completion date of not to exceed three months after the contract is awarded.

I am attaching prints from the road plans of this section and also a brochure from the Cyclone Fence Department of the American Steel and Wire Division of United States Steel Corporation which gives information on their particular fence. There are several other fence companies that manufacture similar fence and we should allow them competition.

The Cyclone Fence people quoted me a price of $1.26 per linear foot for the 3½-foot fence, which also includes the cost of posts without sleeves at a spacing of 10 feet. They estimate that the cost of installing the fence would be 50 cents per linear foot, not including the furnishing and installation of the sleeves. Anchor posts would cost $15.90 each, including the back brace.

We should check up the lengths of the sections given above and also the position of the light poles so that the actual spacing of the posts can be determined. I hope we can get this project advertised for the April Commission meeting.

G. S. Paxson

GSP:gm
Attachments

RECEIVED
FEB 20 1956
FOR FILING

February 17, 1956

Oregon State Highway Commission

Gentlemen:

The Police Department of the City of Portland, through Mr. Fred Fowler, Traffic Engineer of Portland, has requested that a chain link fence be constructed on certain portions of Harbor Drive in the center median to prohibit the promiscuous crossings of the highway by pedestrians. The Police Department advises that two pedestrian fatalities have recently occurred, and another pedestrian was seriously injured.

There is one section of Harbor Drive Expressway extending from approximately Hooker Street on the north to Pennoyer Street on the south, a distance of approximately seven blocks, within which there are in existence two grade separations for pedestrians, but a great number of pedestrians will not use these grade separations and cross the highway at grade, which is hazardous. I recommend that we construct a chain link fence on this seven-block section, the cost of which is estimated at $6,000. If it is successful, consideration could be given to constructing additional fence in the downtown area, but this would be somewhat complicated at the present time as there are not adequate grade-separation facilities for pedestrian traffic.

This matter will be on the agenda, and I recommend construction of the fence on the Hooker Street-Pennoyer Street section at the above estimated cost of $6,000, the work to be charged against our approved 1956 budget under the item "Channelization - Projects to be Selected."

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper
Mr. F. B. Crandall
Mr. C. H. Maison

WCW:me:gm

RECEIVED
FEB 1956
FOR FILING

Salem, Oregon
February 8, 1956

Construction of fences,
Harbor Drive

Mr. R. H. Baldock
State Highway Engineer
Office

Attached hereto are a map and a correspondence file, which I believe you will find self-explanatory.

You will note that Carl Shoemaker of the City of Portland Police Bureau requested that a chain link wire fence be constructed on the median island along Harbor Drive between S. W. Porter Street and Pennoyer Street. This is indicated on the map, with an estimated cost of $6,000.

He also requested consideration of the same type of fence on Harbor Drive in the downtown district, which district, in general, would extend from about N. W. Couch Street on the north to Lincoln Street on the south, with the area along the Journal Building being eliminated by reason of physical conditions preventing pedestrian crossings in this area. The estimated cost of the fence from N. W. Couch Street to Lincoln Street is $17,000.

Do you wish to present this matter to the Highway Commission for consideration and, if so, what will be your recommendation.

W. C. Williams
Deputy State Highway Engineer

WCW:me

Encl.

RECEIVED
MAY 10 1956
FOR FILING

4-h
3-1-56

March 21, 1956

Mr. F. T. Fowler, Traffic Engineer
City of Portland
City Hall
Portland, Oregon

Dear Mr. Fowler:

On September 14, 1955 you directed a letter to Mr. R. H. Baldock, State Highway Engineer, relative to the installation of a fence on S. W. Harbor Drive to prevent pedestrians from crossing this thoroughfare except at overpasses or underpasses.

This matter has been investigated and the findings were reported to the State Highway Commission at its last meeting. In his report Mr. Baldock recommended construction of a chain-link fence on the seven-block section of this expressway extending from approximately Hooker Street on the north to Pennoyer Street on the south, within which there are in existence two grade separations for pedestrian use but which are not used by a large number of pedestrians who prefer to cross the highway at grade. He recommended construction of such a fence, which he estimated would cost about $6,000. You will be pleased to know that the Commission authorized the project.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: Carl V. Shoemaker
Deputy Chief, Uniform Division
City of Portland Police Dept.
City Hall
Portland, Oregon

Paul E. Lippold, Director
Traffic Safety Commission
526 S. W. Mill St.
Portland, Oregon

FORM E-123 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

3/1

AGENDA
March 1 1956

4-h

4h

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 17, 1956

Oregon State Highway Commission

Gentlemen:

The Police Department of the City of Portland, through Mr. Fred Fowler, Traffic Engineer of Portland, has requested that a chain link fence be constructed on certain portions of Harbor Drive in the center median to prohibit the promiscuous crossings of the highway by pedestrians. The Police Department advises that two pedestrian fatalities have recently occurred, and another pedestrian was seriously injured.

There is one section of Harbor Drive Expressway extending from approximately Hooker Street on the north to Pennoyer Street on the south, a distance of approximately seven blocks, within which there are in existence two grade separations for pedestrians, but a great number of pedestrians will not use these grade separations and cross the highway at grade, which is hazardous. I recommend that we construct a chain link fence on this seven-block section, the cost of which is estimated at $6,000. If it is successful, consideration could be given to constructing additional fence in the downtown area, but this would be somewhat complicated at the present time as there are not adequate grade-separation facilities for pedestrian traffic.

This matter will be on the agenda, and I recommend construction of the fence on the Hooker Street-Pennoyer Street section at the above estimated cost of $6,000, the work to be charged against our approved 1956 budget under the item "Channelization - Projects to be Selected."

Very truly yours,

R. H. Baldock
State Highway Engineer

MAP

SYC

FORM 2-30 25M 9-51 92319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1956

SUBJECT: Construction of fences, Harbor Drive

To:
Mr. R. H. Baldock
State Highway Engineer
Office

Attached hereto are a map and a correspondence file, which I believe you will find self-explanatory.

You will note that Carl Shoemaker of the City of Portland Police Bureau requested that a chain link wire fence be constructed on the median island along Harbor Drive between S. W. Porter Street and Pennoyer Street. This is indicated on the map, with an estimated cost of $6,000.

He also requested consideration of the same type of fence on Harbor Drive in the downtown district, which district, in general, would extend from about N. W. Couch Street on the north to Lincoln Street on the south, with the area along the Journal Building being eliminated by reason of physical conditions preventing pedestrian crossings in this area. The estimated cost of the fence from N. W. Couch Street to Lincoln Street is $17,000.

Do you wish to present this matter to the Highway Commission for consideration and, if so, what will be your recommendation.

W. C. Williams
Deputy State Highway Engineer

WCW:me

Encl.

FORM 230—50M—2-55—62996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2nd, 1956

SUBJECT: S. W. Harbor Drive Fence

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Under your Assignment #6093 we have made an investigation of pedestrians crossing Harbor Drive. This matter was brought up by a letter from Fred Fowler to Mr. Baldock. I am handing you a map on which we have indicated where fences could be constructed and also showing the cost.

We do not think it is feasible or necessary to construct a fence at this time from Washington Street southerly to Salmon due to there being physical barriers to pedestrian crossings on this section. A bad situation is apparent at Montgomery Street where provision should be made at some time in the future for a pedestrian overcrossing. At the present time there is an existing surface crosswalk at Grant Street This would probably have to remain until such time as the subway easterly from Lincoln Street was reconstructed, at which time provisions could be made for the inclusion of a walkway. The barrier fence could then be extended southerly from Lincoln Street to about Sheridan to prevent surface crossings by pedestrians.

This would pretty well clean up the problem except for the opening that would be needed between Gibbs and Whitaker to allow for cross-movements by the Fire Department operating from their station on the westerly side in that vicinity.

Forrest Cooper
Forrest Cooper
Construction Engineer

FC:AR
Enc.

RECEIVED
FEB 2 1956

ASSIGNMENT

Date: September 16, 1955 No. 6093 By WCW

Description: Letter of Sept. 14 by F. T. Fowler transmitting copy of letter from Carl Shoemaker of Portland Police. Re installation of suitable fence on S. W. Harbor Drive to prevent pedestrians from crossing except by way of overpasses or underpasses.

cknowledged by____ Referred to Cooper

☐ Investigate and report with recommendation
☒ Such action as necessary and report
☐ Comment or recommendation
☐ Return with rough draft of reply
☐ Prepare reply for signature of Mr._______
☐ Contact correspondent and report

emarks: Have estimate of cost prepared.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

xecuted 2-6-56 Report Received__________

F PORTLAND
REGON

BUREAU OF TRAFFIC ENGINEERING
FRED T. FOWLER
TRAFFIC ENGINEER

OFFICE ADDRESS: 526 S. W. MILL
MAILING ADDRESS: CITY HALL

NOTED
W. C. WILLIAMS

September 14, 1955

PLEASE RETURN TO
W. C. WILLIAMS

copy of a letter from Carl V. Shoemaker,
Portland Police, addressed to Paul E.
ty Commission, relative to the installa-
. Harbor Drive to prevent pedestrians
overpasses or underpasses.

.W. Hooker Street eliminates the right-
vicinity, but, pedestrians both young
chances by crossing at grade.

Would you please give this matter your careful consideration and advise us regarding your decision in the matter?

Sincerely yours,

F. T. Fowler
F. T. FOWLER
Traffic Engineer

FTF:mls

cc: Paul Lippold
Capt. Shoemaker

DEPARTMENT OF PUBLIC WORKS
WILLIAM A. BOWES
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
FRED T. FOWLER
TRAFFIC ENGINEER

OFFICE ADDRESS: 526 S. W. MILL
MAILING ADDRESS: CITY HALL

CITY OF PORTLAND
OREGON

NOTED
W. C. WILLIAMS

September 14, 1955

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

Transmitted herewith is a copy of a letter from Carl V. Shoemaker, Deputy Chief, Uniform Division, Portland Police, addressed to Paul E. Lippold, Director, Traffic Safety Commission, relative to the installation of a suitable fence on S.W. Harbor Drive to prevent pedestrians from crossing except by way of overpasses or underpasses.

The present overpass at S.W. Hooker Street eliminates the right-of-way for pedestrians in that vicinity, but, pedestrians both young and old, are constantly taking chances by crossing at grade.

Would you please give this matter your careful consideration and advise us regarding your decision in the matter?

Sincerely yours,

F. T. Fowler
F. T. FOWLER
Traffic Engineer

FTF:mls

cc: Paul Lippold
Capt. Shoemaker

NOTED
[illegible]

C
O
P
Y

CITY OF PORTLAND
OREGON

BUREAU OF POLICE

August 31, 1955

Mr. Paul E. Lippold,
Director, Traffic Safety Commission,
526 S.W. Mill St.,
Portland, Oregon.

Dear Sir:

This is to confirm our conversation of this date regarding the recommended installation of suitable wire fencing in the center of the concrete islands on Harbor Drive, from S.W. Porter to Pennoyer Street. As you know, there has recently been two pedestrian fatalities and another pedestrian who may die at any time as a result of pedestrian accidents in this area.

Harbor Drive being a limited access highway, there is only one pedestrian overhead crossing which is located one block north of Porter Street. Older people will not walk to the crossing areas but insist upon walking across the highway right along side of the "No Pedestrian Crossing" signs. It is felt that in the interest of traffic safety that the chain link iron wire fencing, on pipe stanchions set in the concrete, would prevent this random crossings at other than regularly designated locations which could be established by leaving an opening in the fence and marking special cross walks across Harbor Drive.

I would appreciate it very much if you would take this matter up with Mr. Fowler and ask, at the same time, that consideration be given for the same type of installation on Harbor Drive along the waterfront area in the downtown district.

We realize, of course, that the State would be involved in this. However, it appears to be a standard practice throughout many other cities in the United States and certainly should not detract from the appearance of our freeway system.

Sincerely yours,

CARL V. SHOEMAKER
Deputy Chief, Uniform Division

CVS/H

26-1069 122nd Ave.-Sundial Fencing 1956
Project
4682

26-1069 122nd Ave.-Sundial Fencing 1956
Project
4682

Mr. Williams

A

26-1069
4682

October 24th, 1956

122nd Avenue-Sundial Section
Contract #4682

FINAL COST ANALYSIS

Fencing
Bill Brodrick, Contractor
E. S. Hunter, Resident Engineer

T. H. Banfield Expressway
Prefix 26-1069-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
26" V-Mesh Fence	1,901.23	Rod	$4.75	$3.89	$ 9,040.13	$ 7,395.78
PA #1, Purchase Excess 5'6" Line Posts	149	Each	.7511	.7511	111.91	111.91
PA #1, Purchase Excess 6' End Posts Complete	20	"	3.80	3.80	76.00	76.00
PA #1, Purchase Excess 2" x 4" Mesh Fence 26" High	96.67	Rod	2.17	2.17	210.21	210.21
					$9,438.25	$7,793.90

Total Cost	$9,438.25
Gross Revenue	7,793.90
Net Loss	$1,644.35

Net Loss Equals 21.1% of Gross Revenue

Detail of Cost

Labor:				
Labor & Supervision			$2,640.00	
" Insurance			165.00	$2,805.00
Equipment Rental & Misc.:				
Equipment Rental (Owned)			$ 123.00	
" " (Rented)			81.00	
Small Tools			36.00	
Freight			50.00	
Gas, Oil & Grease			100.00	390.00
Materials:				
V-Mesh Fence	200 Rolls	at $21.75	$4,350.00	
End Posts	28 Each	" 3.80	106.40	
Braced Line Posts	48 "	" 3.80	182.40	
Line Posts	2,003 "	" .7511	1,504.45	
Ready Mix	8 Cu. Yd.	" 12.50	100.00	6,243.25
Total Cost........................				$9,438.25

Remarks:

This was a "State Project" calling for construction of approximately 2,000 rods of 26" V-mesh fence on the T. H. Banfield Expressway, 122nd Avenue to Sundial.

The contract was awarded April 27th, 1956. Work was started July 10th, 1956 and completed August 13th, 1956.

Materials were not available at the time of awarding and the contractor did not get a firm price. By the time these materials were available the distributor had increased prices, so this and the low bid price were responsible for the heavy loss incurred.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

RECEIVED
OCT 29 1956

~~FOR FILING~~
26-1069

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 24, 1956

(CONTRACT NO.) 4682
4682

(EST. NO.)
3-Final

(CONTRACTOR)
Bill Broderick

(VOUCHER NO.)
22582

(WARRANT NO.)
H-163743

(AMOUNT)
$ 233.82

(DATE)
10/24/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Aug. 13, 1956

Completion Date: Aug. 13, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-26-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By
Assistant Secretary

NOTED ON CARD
H

Warrant Mailed: OCT 26 1956
Ruth Rawlings

RECEIVED
OCT 17 1956
FOR FILING

[illegible]

452

October 16, 1956

CERTIFIED MAIL

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4682 for median fencing on the 122nd Ave.-Sundial Section of the T.H. Banfield Expressway in Multnomah County was completed by the contractor, Bill Broderick, on August 13, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $233.82 will be released to the contractor on or after October 26, 1956. The total contract amount is $7,793.90 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Nolte Agency, Inc.
18 North F St.
Lakeview, Oregon

NOTED ON CARD

A

RECEIVED
OCT 10 1956
FOR FILING

26-[illegible]

4682

October 8, 1956

Mr. Bill Broderick
Box 384
Lakeview, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from July 31, 1956 to September 15, 1956 within which to complete your contract No. 4682, for median fencing on 122nd Ave.-Sundial Section of the T.H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request for an extension of time to and including August 13, 1956, the actual completion date. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Shelton,
Division Engineer

James Ton,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
SEP 26 1956
FOR FILING

26-1019

4682

September 25, 1956

CERTIFIED MAIL

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Bill Broderick on contract No. 4682, for median fencing on the 122nd Ave.-Sundial Section of the T. H. Banfield Expressway in Multnomah County. This payment, in the amount of $1,920.08, will be released to the contractor on or after October 5, 1956. The retained percentage is $233.82.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Nolte Agency, Inc.
18 North F St.
Lakeview, Oregon

NOTED ON CARD
gf

RECEIVED
AUG 22 1956
FOR FILING

26-1669

4:12

August 21, 1956

Oregon State Highway Commission

Request for extension of time
No. 1
September 27-28 meeting

Gentlemen:

Herewith a request from Bill Broderick for an extension of time on the 122nd Avenue-Sundial Section of the Banfield Expressway, Contract No. 4662, from July 31, 1956 to September 15, 1956.

Due to nonavailability of fencing materials on the West Coast, it was necessary that all materials be ordered from the East, necessitating a slight delay. This project was actually completed August 13, and I would recommend the extension to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

EAP:ep fn

Form E-1-10M-1-56

26-1069
[illegible]

O GON STATE HIGHWAY DEPARTM T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 18, 1956

Section 122nd Ave. - Sundial
Highway T.H. Banfield Expressway
Contractor Bill Broderick
Date of contract 4-27-56, 19
Date work started 7-10-56, 19
Project authorization $ 8752.50
Exclusive of Engineering $ 8130.10

Kind of work Fencing
Section prefix 26-1069
Contract number 4682
Date of completion 7-31-56, 19
Estimated date of completion ——, 19
Per cent of time elapsed 113 %

Estimated cost of completed project, exclusive of engineering $ 8130.10
Estimated per cent overrun or underrun None %
Per cent of contract completed, based on total contract price None %
Engineering authorization $ 622.48
Engineering cost to date $ 350.00, 56.2 %
Date project was completed August 13, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed Monday, August 13. Mr. Skelton and Mr. Rohrbough looked over the job Tuesday, August 14, and accepted the project.

NOTED
L. H. Young

NOTED
V. D. WOLFE

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

Signed James Dow
Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 98073

	[illegible] Fencing	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.07				
Miles partially completed					
Miles completed	6.07				
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 23 1956
FOR FILING

May 22, 1956

Mr. Bill Broderick
Box 384
Lakeview, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4682, which was awarded to you by the State Highway Commission on April 27, for median fencing on the 122nd Avenue-Sundial Section of the T.H. Banfield Expressway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 1 - 1956
FOR FILING

26-1049
4682

April 30, 1956

Mr. Bill Broderick
P. O. Box 384
Lakeview, Oregon

Dear Mr. Broderick:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4682 for the 122nd Ave. -Sundial Fencing Project on the T. H. Banfield Expressway, in Multnomah County.

This award was based on your bid of $7,780.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: Forrest Cooper
blm S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAR 29 1956
FOR FILING

26-1069
4682.

March 29, 1956

Oregon State Highway Commission

Gentlemen:

On that section of the Banfield Expressway between 122nd Avenue and Sun Dial we have a serious problem wherein motorists are U-turning from and between the opposing traffic lanes. This creates a serious hazard and in addition is very harmful and destructive to the landscaping we are attempting to perform in the median strip.

The only means I know of to control this is to construct a woven wire fence anchored to steel posts, and the urgency of the matter is such that we have prepared plans and propose to call bids for this fence at the April 26-27 meeting. The estimated cost of the fence is $12,000, and I will call you by phone on or before the day of advertising our April projects for your action on this matter. I urgently recommend your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper

WCM:me fn

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15th, 1956

SUBJECT: 122nd Avenue-Fairview Fence

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

We have prepared plans and specifications and are calling for bids on a contract for placing a center dividing fence on the 122nd Avenue-Fairview Section of the Banfield Expressway. The estimated cost of the project is $12,000.

To my knowledge this project has not been approved by the Highway Commission; therefore, I give you this memo.

Forrest Cooper
Construction Engineer

FC:AR

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17th, 1956

SUBJECT: Banfield Expressway Fence

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

W. C. WILLIAMS

Please proceed to take the necessary steps to see that a fence is constructed on that portion of the Banfield Expressway lying easterly from 122nd Avenue to prevent cars crossing the median. The fence is to consist of 24-inch mesh set with a ground clearance of 1 foot, steel posts on 12-foot centers, fence to be located 2 feet from the center of the median where the bottom of the ditch is.

It is estimated that the project, which is 6 miles in length, will cost $10,000 and should be prepared for contracting as soon as possible.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams
J. D. Barbee
Frank Hall
V. G. O'Neil

RECEIVED
FEB 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Williams
By State Highway Engineer

[illegible]
mesh fence
2 feet from
center
median

FORM 230—30M—2-55—22996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2nd, 1956

SUBJECT: Banfield Expressway Fence

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NO W. C. WILLIAMS

For some time we have had under consideration the placing of some type of a fence or guard rail between the opposing lanes of traffic on the Banfield Expressway easterly from 122nd Avenue to prevent unauthorized crossings of the median. We have finally boiled the thing down to two types of installation:

1. A mesh fence 2 feet high set 1 foot above ground on metal posts at 12-foot centers.
2. A single-cable guard fence, cable being placed 2 feet above ground surface with posts set on 25-foot centers.

The location of the fence has also been under investigation with Mr. Astrup favoring placing of the fence 5 feet from the edge of the pavement and Mr. Crandall, Mr. Barbee and myself favoring placing the rail 2 feet from the low point of the median. We do not believe that the fence should be placed so close to the traveled way as 5 feet. If it is placed 2 feet from the ditch in the bottom of the median it should not seriously interfere with mowing operations, which I doubt will be a very serious matter in any event, particularly keeping in mind that the fence will be 1 foot above ground elevation. Being slightly offset from center, it would make for easier maintenance of the ditch and should not cause trouble by debris catching on the posts.

It is, therefore, my recommendation to you that a mesh fence be constructed as listed under Proposal 1 above, which has been estimated to cost $4.50 per rod or $10,000 for the project which is 6 miles in length. The single-cable guard fence would cost approximately $25,000.

I am attaching a cross-section which indicates the position of the fence with relation to the roadways.

Forrest Cooper

Forrest Cooper
Construction Engineer

RECEIVED
FEB 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FC:AR
Enc.

UI-323 (18) Banfield Expressway 1956
Undercrossing of N. E.
28th Avenue
4683

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OREGON STATE HIGHWAY DEPARTMENT
(date)
November 27, 1957

(CONTRACT NO.) UI 323 (8)	(EST. NO.)	(CONTRACT0R)
4663 ~~(VOUCHER NO.)~~	13 Final (WARRANT NO.)	Island Construction Co. (AMOUNT) (DATE)
26877	H197518	$2,611.79 11-27-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **Feb. 28, 1957**

Time Extensions: **Aug. 27, 1957**

Completion Date: **Aug. 27, 1957**

Date Accepted: **Oct. 1, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Nov. 29, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
NOV 29 1957
JC

NOTED ON CARD
em

RECEIVED
NOV 14 1957
FOR FILING

[illegible]

[illegible]

Nov. 13, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

State Highway Contract No. 4683 for structure, grading and paving on the N. E. 28th Avenue Undercrossing Section of the T. H. Banfield Expressway in Multnomah County was completed by the contractor, Inland Construction Co., on Aug. 27, 1957, and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of $2,644.79 will be released to the contractor on or after Nov. 23, 1957. The total contract amount is $119,211.12, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD
em

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FOR FILING

11-32-(12)

4683

Oct. 1, 1957

Inland Construction Co.
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 1, 1957, had under discussion your request for an extension of time from Feb. 28, 1957, to Sept. 16, 1957, within which to complete your Contract No. 1683, for structure, grading and paving on the N. E. 28th Avenue Undercrossing Section of the T. H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted an extension to August 27, the completion date of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

om

cc: P. M. Stephenson
A. G. Skelton
L. R. Allen

NOTED ON CARD
om

RECEIVED
SEP 30 1957
FOR FILING

[illegible]

[illegible]

September [illegible], 1957

Request for extension
of time
No. 1
October 1 meeting

Oregon State Highway Commission

Gentlemen:

Re: 20th Avenue Undercrossing
Contract No. [illegible]

The Inland Construction Company, contractors on the 20th Avenue Undercrossing on the T. H. Banfield Expressway, have requested an extension of time from February 22, 1957 to August 27, 1957, the date of completion of the contract.

This contractor was delayed in starting his work by the non-completion of the grading work in the vicinity of the structure. During the excavation for footings, old concrete piers were encountered which made it necessary to redesign the new footings. Also he had to await the installation of a sewer in the vicinity of the structure by the grading contractor. This caused time loss for the contractor.

As these delays caused the contractor to work during the cold weather period, further delay occurred by having to wait for the prestressed concrete to attain its proper strength. Also the contractor was requested by the State to postpone the placing of base rock and binder course in his contract in order to permit this work to be done at the same time the grading contractor placed the adjacent rock and binder course.

It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

This contract does not carry the liquidated damage provision.

Very truly yours,

W. C. Williams
State Highway Engineer

[illegible]/[illegible]
Attached

RECEIVED
SEP 19 1957
FOR FILING

[illegible]

4683

Sept. 18, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Inland Construction Company in connection with Contract No. 4683, for structure, grading and paving on the N. E. 28th Avenue Undercrossing Section of the T. H. Banfield Expressway in Multnomah County. This payment, in the amount of $8,585.29, will be released to the contractor on or after Sept. 28, 1957. The retained percentage is $3,605.14.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

om

NOTED ON CARD

RECEIVED
JUL 23 1957
FOR FILING
FORM E-30 37,500 4-52 [illegible]

[illegible] 323(18)

4-13

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 22, 1957

SUBJECT:

COPY

To:

C. A. Gardner

We are holding in our safe two warrants pending a time extension from your office.

General Construction Co. Contract A [illegible] Est. [illegible] $[illegible],760.72
Inland Construction Co. Contract [illegible] Est. 1[illegible] $[illegible],077.07

/s/ J. G. Herr
Ledgers Supervisor

cc: Forest Cooper

CP 88-2118

Form PR 2 (Revised 1950)

State Oregon

Project No. UI-323(18)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of September, 19 56 by and between The Oregon State Highway Commission , constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of March, 19 56, a program, which was approved on the 21st day of March, 19 56, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 4th day of April, 19 56, and the sum of eighty-four thousand and 00/100 dollars ($ 84,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 87+75 and 89+15, in Portland,

, length 0.027 miles, in Multnomah County, being Oregon project No. UI-323(18), consisting of 0.027 miles of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.000 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

1870-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eighty-four thousand and 00/100 dollars ($ 84,000.00), which does not exceed the authorized Federal pro rata share of one hundred thirty seven thousand, seven hundred forty five and 30/100. dollars ($ 137,745.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

RECEIVED ★ AUG 31 1956 ★ OREGON DISTRICT

RECEIVED ★ SEP 7 1956 ★

Oregon State Highway Department

Federal Aid
Project No. UI-323(18)

NORTH EAST, 28TH AVENUE UNDERCROSSING SECTION

OF THE T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1956

Type Code B010
Roadway (Sta. 87+75 to Sta. 89+15)(Contract No. 4683)

All Required	Clearing and Grubbing	$	$ 4,000.00
10 cu. yds.	Drainage Excavation, Unclassified	3.00	30.00
4,200 cu. yds.	General Excavation, Unclassified	0.42	1,764.00
3,100 cu. yds.	Disposing of Excess Material	0.60	1,860.00
All Required	Finishing Roadbed and Slopes		100.00
130 lin. ft.	Rounding Cutbanks	0.30	39.00
40 lin. ft.	8-inch Sewer Pipe	1.20	48.00
6 lin. ft.	Extra for Pipe under Pavement	5.00	30.00
1 only	Concrete Inlets	75.00	75.00
1 only	Adjustment of Manholes	50.00	50.00
18 cu. yds.	Concrete Curbs	45.00	810.00
30 sq. yds.	Concrete Walks	4.00	120.00
44 lin. ft.	Metal Guard Rail	3.00	132.00
1,900 cu. yds.	Coarse Crushed Material in Base	2.50	4,750.00
150 cu. yds.	3/4" - 0 Material in Base	3.00	450.00
50 M-gals.	Sprinkling	3.00	150.00
All Required	Preparation of Base		100.00
35 cu. yds.	3/4" - 0 Material in Binder Course	5.00	175.00
6 tons	RC-3 Asphalt in Binder Course	45.00	270.00
30 tons	Asphaltic Concrete Mixture	8.00	240.00
2 tons	85-100 Asphalt in Mixture	40.00	80.00
	Subtotal		$15,273.00
	10% Engr. & Cont.		1,527.30
	Total		$16,800.30

Type Code X721
N. E. 28th Avenue Undercrossing (Sta. 88+51.36)(Contract No. 4683)

650 cu. yds.	Structural Excavation	$4.00	$ 2,600.00
525 cu. yds.	Class "A" Concrete	54.00	28,350.00
380 cu. yds.	Class "A-A" Concrete	75.00	28,500.00
110,000 lbs.	Metal Reinforcement	0.17	18,700.00
All Required	Prestressing Reinforcement & Prestressing		19,000.00
340 lin. ft.	Metal Rail	10.00	3,400.00
All Required	Electrical Work		1,800.00
All Required	Remove Old Bridge		7,600.00
	Subtotal		$109,950.00
	10% Engr. & Cont.		10,995.00
	Total		$120,945.00

Length of Roadway	0.027 Mile
Length of 1 Structure	0.000 Mile
Total Length	0.027 Mile
Cost of Roadway Per Mi.	$622,233.33

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 16,800.30	$10,245.00	$ 6,555.30
Structure	120,945.00	73,755.00	47,190.00
	$137,745.30	$84,000.00	$53,745.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

28TH AVENUE UNDERCROSSING

Project No. UI-323 (18)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

April 26, 1956

Oregon State Highway Department

Federal Aid
Project No. UI-323(18)

NORTH EAST 28TH AVENUE UNDERCROSSING SECTION OF THE T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 30, 1956

Type Code 2010
Roadway (Sta. 87+75 to Sta. 89+15)

All Required	Clearing and Grubbing	$	$ 1,000.00
10 cu. yds.	Drainage Excavation, Unclassified	3.50	35.00
4,200 cu. yds.	General Excavation, Unclassified	1.00	4,200.00
3,100 cu. yds.	Disposing of Excess Material	0.50	1,550.00
All Required	Finishing Roadbed and Slopes		100.00
130 lin. ft.	Rounding Cutbanks	0.20	26.00
40 lin. ft.	8-inch Sewer Pipe	2.50	100.00
6 lin. ft.	Extra for Pipe Under Pavement	2.50	15.00
1 only	Concrete Inlets	65.00	65.00
1 only	Adjustment of Manholes	100.00	100.00
18 cu. yds.	Concrete Curbs	45.00	810.00
30 sq. yds.	Concrete Walks	4.50	135.00
44 lin. ft.	Metal Guard Rail	3.00	132.00
1,900 cu. yds.	Coarse Crushed Material in Base	3.00	5,700.00
150 cu. yds.	3/4" - 0 Material in Base	3.25	487.50
50 M-gal.	Sprinkling	4.00	200.00
All Required	Preparation of Base		100.00
35 cu. yds.	3/4" - 0 Material in Binder Course	4.50	157.50
6 tons	RC-3 Asphalt in Binder Course	50.00	300.00
30 tons	Asphaltic Concrete Mixture	6.50	195.00
2 tons	85-100 Asphalt in Mixture	32.00	64.00
		Subtotal	$ 15,472.00
		10% Engr. & Cont.	1,547.20
		Total	$ 17,019.20

Type Code X781
N. E. 28th Avenue Undercrossing (Sta. 88+51.36)

650 cu. yds.	Structural Excavation	$5.00	$ 3,250.00
525 cu. yds.	Class "A" Concrete	65.00	34,125.00
380 cu. yds.	Class "A-A" Concrete	70.00	26,600.00
110,000 lbs.	Metal Reinforcement	0.12	13,200.00
All Required	Prestressing Reinforcement and Prestressing		18,000.00
340 lin. ft.	Metal Rail	12.00	4,080.00
All Required	Electrical Work		1,000.00
All Required	Remove Old Bridge		10,000.00
		Subtotal	$110,255.00
		10% Engr. & Cont.	11,025.50
		Total	$121,280.50

Length of Roadway	0.027 Mile
Length of 1 Struc.	0.000 Mile
Total Length	0.027 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 17,019.20	$ 10,337.00	$ 6,682.20
Structure	121,280.50	73,663.00	47,617.50
	$138,299.70	$ 84,000.00	$54,299.70

RECEIVED
MAY 29 1956
FOR FILING

ME-[illegible]

4[illegible]

May 28, 1956

Inland Construction Co.
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4683, which was awarded to you by the State Highway Commission, for structure, grading and paving on the N. E. 28th Avenue Undercrossing on the T.H. Banfield Expressway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 1 - 1956
FOR FILING

UI-223 (18)

4683

April 30, 1956

Inland Construction Co.
6202 S. E. Harmony Rd.
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4683 for construction of the N. E. 28th Avenue Undercrossing on the T. H. Banfield Expressway in Portland, in Multnomah County.

This award was based on your bid of $125,223.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAY 2 - 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

UI 323 (18)

4683

April 27, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4683 for Oregon Project UI-323(18), N. E. 28th., Avenue Undercrossing Structure Section of the T. H. Banfield Expressway, to Inland Const. Co., of Milwaukie, Oregon, low bidder in the amount of $125,223.00 at the April 27, 1956 bid opening.

Very truly yours,
C G Polk
C. G. Polk
District Engineer

RECEIVED
MAY 1 1956
[illegible]
STATE HI[illegible] COMMISSION

RECEIVED
APR 17 1956
FOR FILING

UI-323 (18)
4683

08-35

April 4, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project UI-323(18), N.E. 28th Avenue Undercrossing Section of the T. H. Banfield Expressway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. HESTER
Supervising Highway Design
Engineer

Orig given
Stephenson
4-17-56

RECEIVED
APR 17 1956
OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
MAR 13 1956
FOR FILING

UI-323(18)
4683

March 9, 1956

UI-323(18)

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Urban Highway Program, it is our desire to contract the construction of the 28th Avenue Undercrossing on the T. H. Banfield Expressway.

The program data for this project is as follows:

Item No.	50
County	Multnomah
Project No.	UI-323(18)
FA Route No.	I-2
State Route No.	US 30
Termini	28th Ave. (T. H. Banfield Expressway)
Construction Costs:	
Total Cost	$130,000
Federal Funds	78,000
State Funds	52,000
Other Funds	- -
Project Totals:	
Total Cost	$130,000
Federal Funds	78,000
Length	0.03
Character of Proposed Work:	Grade and Drain. 1 Concrete Undercrossing Structure (160')

The present structure at 28th Avenue which crosses over the Union Pacific Company's tracks, is a concrete structure with a 36-foot roadway. The south portion of the structure extends across the proposed T. H. Banfield Expressway which is located parallel and adjacent to the railroad.

The south portion of this structure requires reconstruction to provide proper clearance for the expressway.

The proposed project will require removal of 100 feet of the present bridge and its replacement with approximately 160 feet of new structure. While the present structure is 36 feet in width, the City of Portland has requested the new portion provide a 42-foot roadway for the reason the city is planning a future reconstruction of the remaining old structure to provide a 42-foot roadway throughout.

Included in the proposed work is construction of a short section of the Banfield Expressway at 28th Avenue. This section, which is approximately 150 feet in length, was excluded from Urban Item No. 45, Project No. UI-323(15), which covers the grading and rock base construction on the adjacent sections of the Banfield Expressway.

Traffic data and other information for this section were furnished with Urban Program Item No. 45.

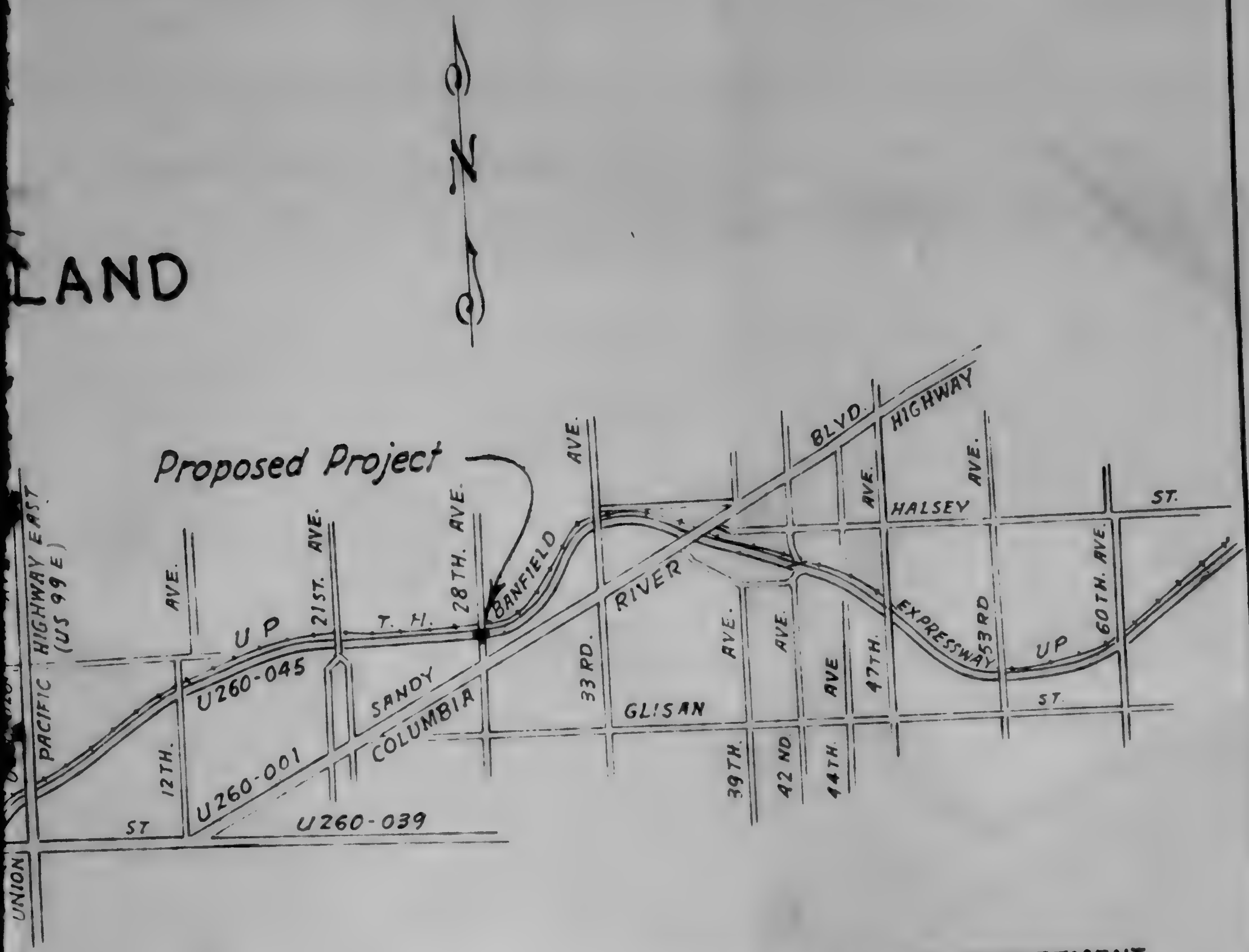
Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]:la



OREGON STATE HIGHWAY DEPARTMENT

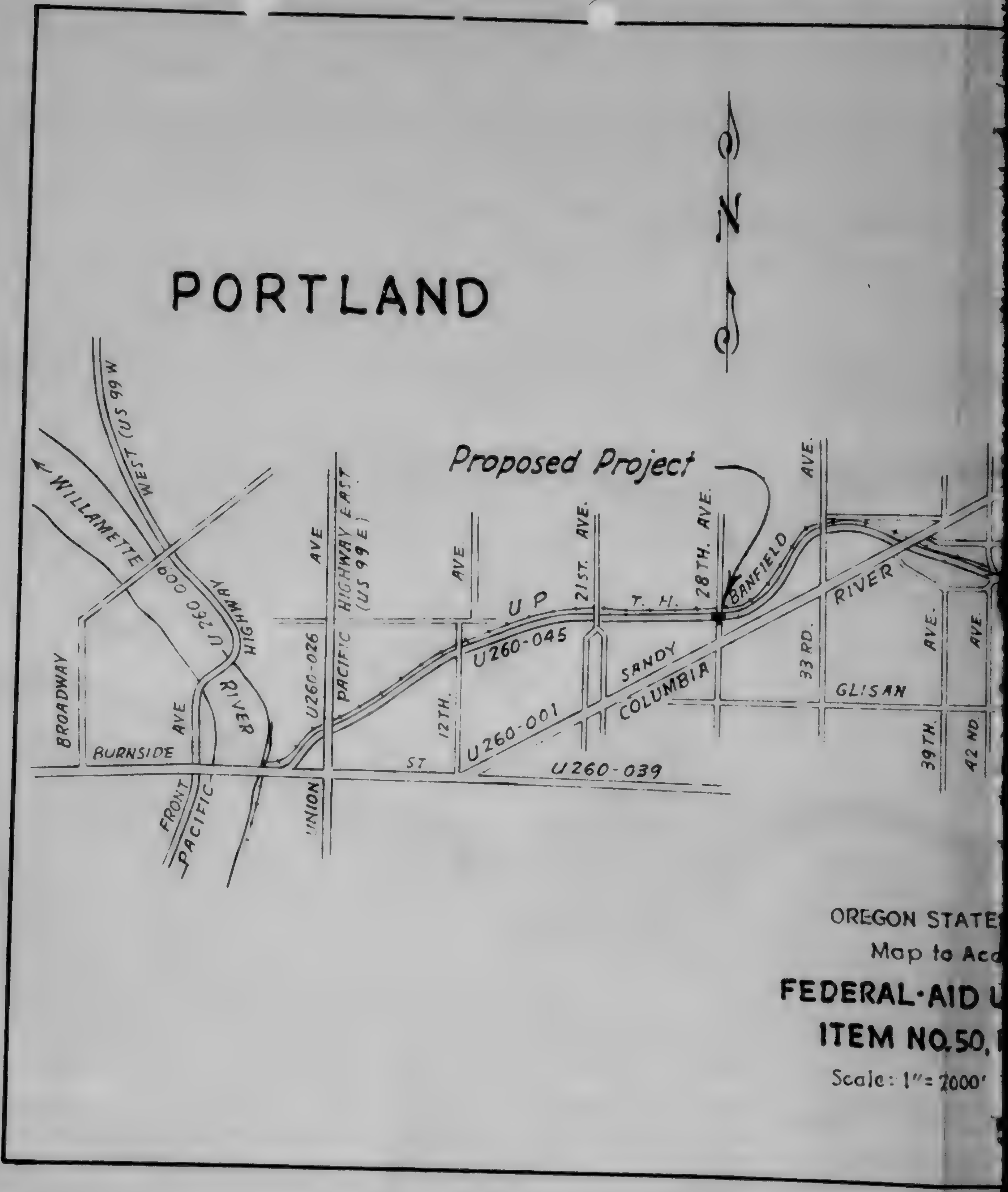
Map to Accompany Program Request

FEDERAL-AID URBAN HIGHWAY PROJECT

ITEM NO. 50, PROJECT NO. U1-323(18)

Scale: 1" = 2000'

March, 1956



OREGON STATE

Map to Acc

FEDERAL-AID U

ITEM NO.50,

Scale: 1" = 2000'

325-1704 Lexington (Arcade St.) 1956
Grading and Paving
4684

RECEIVED
NOV 19 1956
FOR FILING
323-1764
4114

Lums

November 14, 1956

St. Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

A telegram, dated November 9, 1956, has been received from the Standard Oil Co. of California in which the following information is provided:

> "Regarding our claim Jack Robinson Contractors Inc. Job #4684 payment in full of $5,429.33 received. Please cancel our claim."

This pertains to a claim filed in our office on September 20, 1956, concerning which your Company was previously notified.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Lumbermens Insurance Agency
118 Oregon Avenue
Bend, Oregon

Jack Robinson Contractor, Inc.
118 E. Thurston Street
Bend, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

A

RECEIVED
AUG 23 1956
FOR FILING

W. C. WILLIAMS

August 27th, 1956

Lexington (Arcade St.)
Contract #4684
325-1704
4684

FINAL COST ANALYSIS
Grading and Paving
Russell Olson Construction Co., Inc., Contractor
C. C. McKinney, Resident Engineer

City Street
Prefix 325-1704

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation, Unclassified	3.11	Cu. Yd.	$ 3.00	$ 2.74	$ 8.51	$ 9.33
General Excavation, Unclassified	906.7	" "	1.00	0.51	465.13	906.70
12" Concrete Pipe	102	Lin. Ft.	3.00	2.20	224.22	306.00
Quarry-run Rock in Base	999	Cu. Yd.	1.50	1.04	1,038.85	1,498.50
Hauling & Placing 3/4"-0 Material in Base	320	" "	1.50	1.44	459.97	480.00
Sprinkling	11.4	M/Gal.	4.00	3.66	41.74	45.60
Asphaltic Concrete Mixture	533.925	Ton	10.00	6.93	3,697.44	5,339.25
85-100 Asphalt in Mixture	26.473	"	35.00	30.90	818.01	926.56
					$6,753.87	$9,511.94

Gross Revenue	$9,511.94
Total Cost	6,753.87
Net Profit	$2,758.07

Net Profit Equals 29% of Gross Revenue

Detail of Cost

Labor:					
Labor				$2,728.81	
Labor Insurance				162.43	$2,891.24
Materials:					
12" Concrete Pipe	102	Lin. Ft. at	$ 1.019	$ 103.95	
85-100 Asphalt	26.473	Ton	" 23.50	622.11	
Freight on Asphalt	26.473	"	" 7.40	195.90	
Fuel Oil				27.75	
Aggregate in Asphalt Mix		Ton	" 1.28	683.52	1,633.23
Equipment Rental & Misc. Supplies:					
Equipment Rental, Owned				$1,103.57	
" " , Hired				650.44	
Gas, Oil & Grease				261.74	
Bond				79.17	
Freight & Cartage				30.85	
Small Tools & Misc. Supplies				21.78	
Home Office & General Overhead				81.85	2,229.40
Total Cost					$6,753.87

Remarks:

This was a "City Project" calling for the construction of 0.22 mile of street roadbed and 0.22 mile of stone base and asphaltic concrete wearing surface on Arcade Street in the city of Lexington in Morrow County.

This project was bid and awarded April 27th, 1956. Work started May 28th and was completed June 11th, 1956.

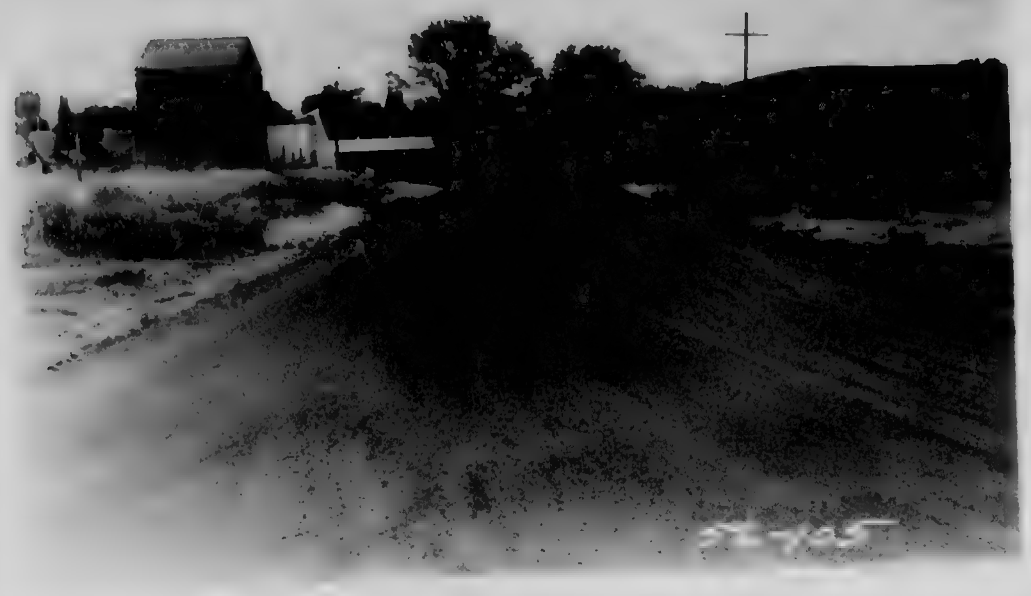
The contractor moved in May 28th and started his excavation, using the following equipment: one #12 blade, one D-4 cat with front end loader, one 3/8-yard shovel and three 5-yard trucks. The excavation, laying of 102 lin. ft. of 12-inch concrete pipe and most of the quarry-run rock was placed by June 1st. The 3/4"-0 leveling course and the asphaltic concrete was started June 4th, using additional equipment of one 3-leg roller, one tandem roller, one 3,800-gal. water truck and one 50-ton hot mix plant. Hired equipment consisted of two 5-yard trucks, two 10-yard trucks and one Barber-Greene paving machine and was completed June 11th, 1956. The aggregate used in the asphalt mix was purchased from a private source for $1.28 per ton.

The contractor, having high bid prices and good equipment, shows a high profit.

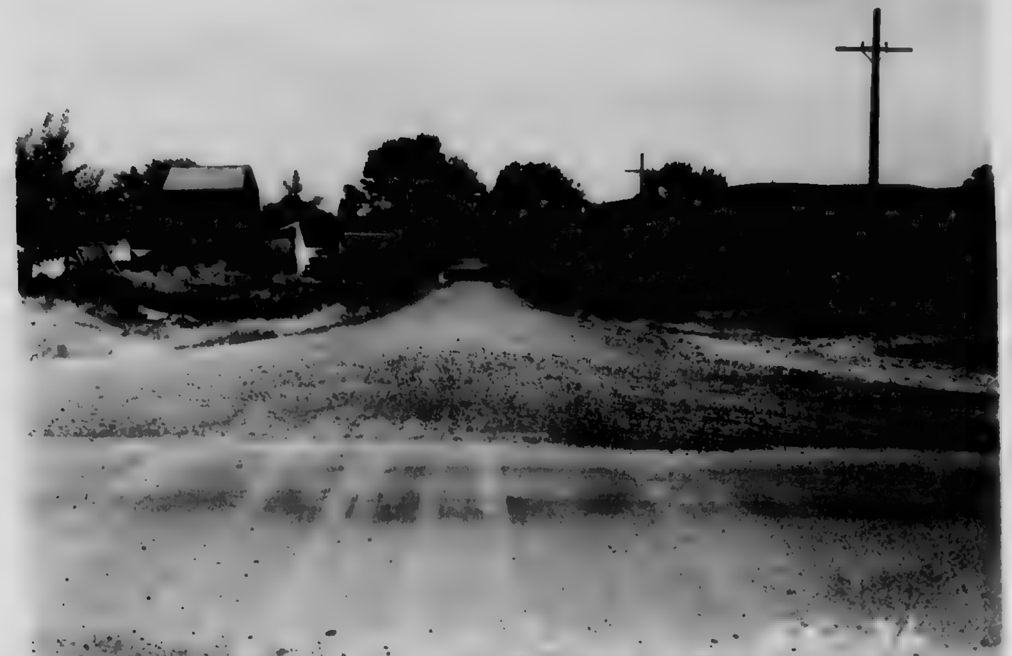
M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

8-3-56



6-31-55



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325-1704
#4684

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 23, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4684	2-Final	Russell Olson Construction Co., Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14829	B-155686	$ 6,926.69	7/23/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: None

Completion Date: June 11, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 27 1956

Ruth Rawlings

NOTED ON CARD
J

RECEIVED
JUL 18 1956
FOR FILING

325-1714

4684

July 17, 1956

CERTIFIED MAIL

The Home Indemnity Company
L. M. Thompson, Manager
520 Lumbermens Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4684 for work performed on the Lexington (Arcade Street) City Street Section in Morrow County was completed by the contractor, Russell Olson Construction Co.,Inc., on June 11 and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of $6,926.69 will be released to the contractor on or after July 27, 1956. The total contract amount is $9,511.94, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Penland-Williamson Agency
39 S. W. Dorion Avenue
Pendleton, Oregon

NOTED ON CARD

Form E-1-Rev 6-55—10M

A

325-1704
4684

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ~~June 30~~, 1956

Section Lexington (Arcade St.)

Highway City Street

Contractor Russell Olson Const. Co. Inc.

Date of contract 4-27-56, 19

Date work started 5-28-56, 19

Project authorization $ 11,989.13

Exclusive of Engineering $ 11,136.57

Kind of work Grading & Paving

Section prefix 325-1704

Contract number 4684

Date of completion 9-15-56, 19

Estimated date of completion, 19

Per cent of time elapsed 32 %

Estimated cost of completed project, exclusive of engineering $ 9,515.64

Estimated per cent [illegible]r underrun 9.8 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 852.56

Engineering cost to date $ 921.00, 108 %

Date project was completed June 11, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Final Estimate and Support data was forwarded on June 26 .

NOTED
L. H. Young

NOTED
FORREST COOPER

NOTED
W. T. WRIGHT

RECEIVED
JUL 1 1956
OFFICE OF

NOTED
G. D. [illegible]

NOTED
D. WOLFE

Signed L. L. McKinney

Address P.O. Box 542 Hermiston

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86366

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.22	0.22			0.22
Miles partially completed					
Miles completed	0.22	0.22			0.22
Total estimated quantities (contract)	900	1330			570 Tons
Total quantities corrected to date	910	1319			534
Estimated quantities moved or placed to date	910	1319			534
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

May 22, 1956

Mr. Mervin Leonard, Mayor
Lexington
Oregon

Dear Sir:

I am replying to your inquiry of May 19, 1956, regarding the extension of the contract to cover B Street from Arcade to Main Street.

Please be informed that we cannot extend this contract

The City if it wishes may negotiate direct with the contractor for the improvement of B Street. Any improvement on B Street would be entirely at the City's expense

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:te

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

May 19, 1956

Oregon State Highway Department
Salem, Oregon
Dear Sirs:

Attention John W. Cattrall
Contract #4684

We have your letter advising us of awarding Contract #4684 to Russell Olson Construaction Company for the paving of Arcade Street in Lexington.

Since the contract is for considerable less than the money allotted could this contract be extended to cover B Street between Arcade and Main Street if the Town of Lexington will pay the amount exceeding $15,000.00.

Yours truly,

Town of Lexington

Mayor

RECEIVED
MAY 21 1956
[illegible]

RECEIVED
MAY 23 1956
FOR FILING

[illegible]

4684

May 22, 1956

Russell Olson Construction Co., Inc.
144 S. E. First St.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4684, which was awarded to you by the State Highway Commission on April 27, for grading and paving on the Lexington (Arcade Street) Section in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 23 1956
FOR FILING

[illegible] 1

4684

May 22, 1956

Russell Olson Construction Co., Inc.
144 S. E. First St.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4684, which was awarded to you by the State Highway Commission on April 27, for grading and paving on the Lexington (Arcade Street) Section in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

325-1704

4684

April 30, 1956

Russell Olson Construction Co., Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4684 for grading and paving Arcade Street at Lexington in Morrow County.

This award was based on your bid of $10,557 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 26 1956
FOR FILING

325-1704

4684

April 25, 1956

Mr. A. E. Lott, City Recorder
City Hall
Lexington, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Lexington covering the Special City Allotment project on Arcade Street in Lexington.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

325-1704

4684

Salem, Oregon
April 11, 1956

C
O
P
Y

Agreements between State
and Cities of Lexington
and Ontario

Mr. H. B. Glaisyer

Herewith an agreement between the State and the City of Lexington under the $250,000 program on city streets; also agreement between the State and City of Ontario providing for eventual widening of the route of the Old Oregon Trail Highwa (S. W. 4th Avenue) through Ontario.

G. S. Paxson

GSP:gm
Attachs.

NOTED
J. W. CATTRALL

March 30, 1956

Mr. R. E. Lott
City Recorder
Lexington, Oregon

NOT
Harold C. A

NOT
J. F. HAGEMANN

Dear Sir:

We acknowledge receipt of one copy of the agreement with Ordinance No. 101, concerning repairs to Arcade Street under under the provisions of ORS 366.800 and 366.805.

Will you please have the other two copies of this agreement signed and returned to this office immediately as the agreement cannot be binding until all copies are signed by the City and the State Highway Commission. After signature by the Highway Commission a fully executed copy will be returned for the City's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

ORDINANCE NO. 121

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE TOWN OF LEXINGTON, OREGON AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF ARCADE STREET FROM "E" STREET TO "B" STREET, A DISTANCE OF APPROXIMATELY 0.23 MILES AND DECLARING AN EMERGENCY.

WHEREAS, The Town of Lexington, Oregon has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of ORS 366.800 and 366.805, and,

WHEREAS, the State Highway Commission has accepted such application for the improvement of Arcade Street from "E" Street to "B" Street, a distance of approximately 0.23 miles, and,

WHEREAS, in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $15,000.00 and the Town of Lexington to pay all cost in excess of $15,000.00.

The People of the Town of Lexington do ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the Town of Lexington, Oregon and the State of Oregon acting by and through the State Highway Commission providing for the improvement of Arcade Street and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorised and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. WHEREAS, it is necessary that said improvement be made in the Spring and Summer of 1956 when the weather permits, and WHEREAS, the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health and credit of the people of the Town of Lexington, Oregon, and an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated February 3, 1903

(SEAL) AYES 4

NAYES 0

Submitted to and approved by the Mayor the 6 day of March ~~April~~, 1956.

ATTEST:

R. E. LOTT
~~City Recorder~~

MERVIN LEONARD
Mayor

STATE OF OREGON,)
COUNTY OF MORROW, } ss:
TOWN OF LEXINGTON,)

I, the undersigned Recorder of the Town of Lexington, Oregon, do hereby certify that I have carefully compared the foregoing copy of Ordinance of the town of Lexington, with the original thereof and that it is a full, true and correct transcript therefrom and of the whole thereof as the same appeard on file and of record in my office and custody.

IN WITNESS, whereof I have hereunto set my hand and affixed the corporate seal of said town of Lexington, this 26 day of ~~April~~ march. 1956.

Recorder.

No. 26

[illegible]-8-55

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Lexington is an incorporated city of the State of Oregon, and has a population of 235, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

orm cc-50 (1953 Rev.)
pecial City Allotment

Arcade street from "B" Street to "E"

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

"Arcade" Street Between "B" Street and "E"
The farmers have been using above Street
while Hauling heavy loads of wheat. Thus avoiding
the State Highway and beating out holes in
Street. The Bridge was Completely wrecked and we
spent all of our Money to replace Bridge and gravel
Street but we need aditional money to oil street.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Lexington does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate R E Lott as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8 day of March, 1955

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

--------- ---------

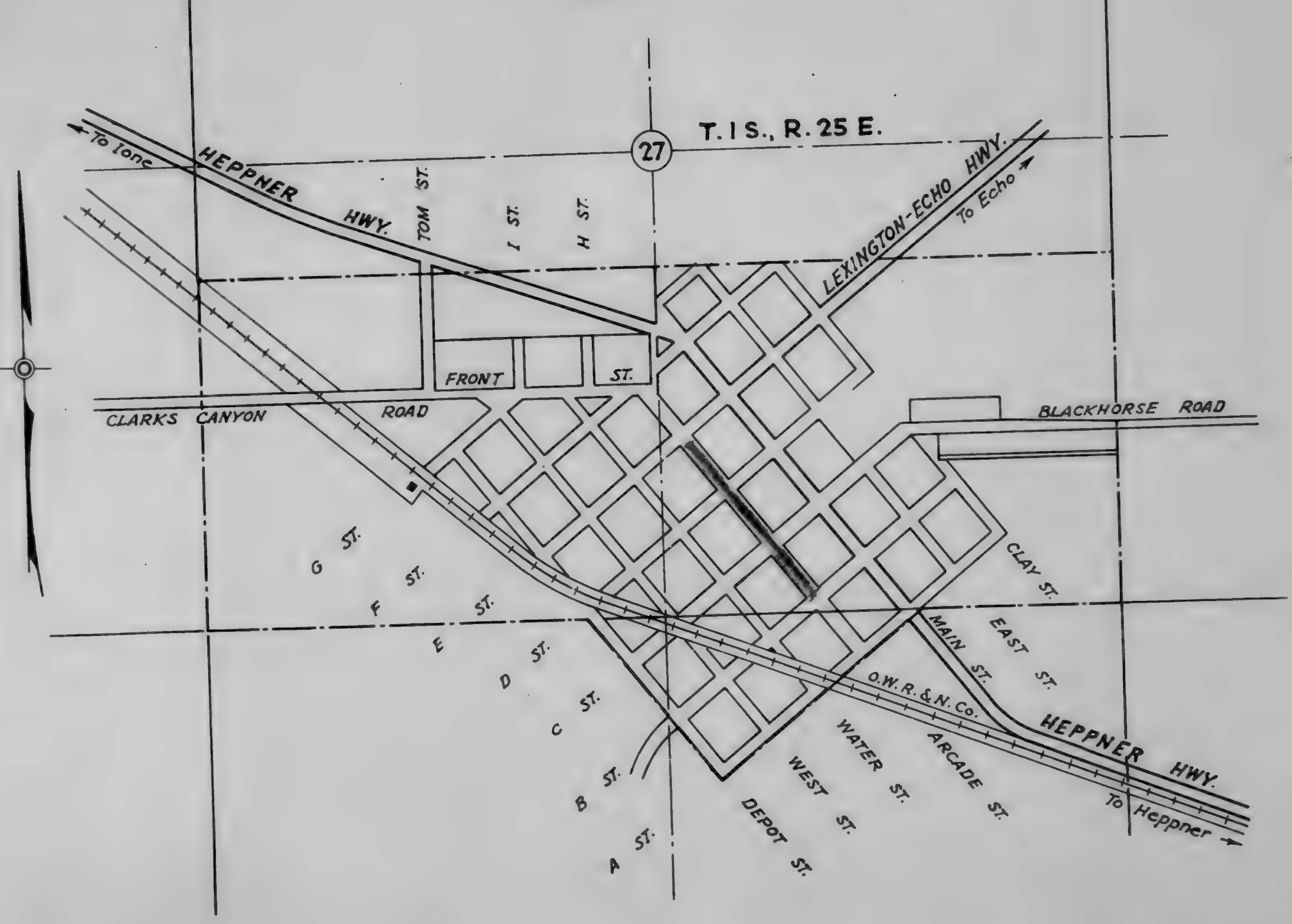
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Lexington at a regular or special meeting of said Council, held on the 8 day of March, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8 day of March, 1955

R E Lott
City Recorder

LEXINGTON

Scale: 1"=800'



25-8307 Rock Cr.-Summit Rock Prod. 1956
#4685 Proj.

RECEIVED
FEB 28 1957

FOR FILING

W. C. Williams

February 25, 1957

FINAL COST ANALYSIS

[illegible] Creek-Summit Section
Contract No. 4685

25 3 1

7578

Heppner-Spray Highway
Prefix No.: 25-8307

Rock Production
Barney B. Helser, Contractor
John T. Burch, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Total Revenue
1¼"-0 Cr. Rock in Stockpile	954	Cu. Yd.	$2.60	$3.27	$ 3,120.63	$ 2,480.40
3/4"-0 Cr. Rock in Stockpile	8,894.4	Cu. Yd.	2.60	3.27	29,094.46	23,125.44
					$32,215.09	$25,605.84

Total Revenue	$25,605.84
Total Cost	$32,215.09
Net Loss	$ 6,609.25

Net Loss Equals 20.5% of Total Cost.

Contract No. 4685

DETAIL OF COST

Labor:		
Labor and Supervision	$14,684.36	
Labor Insurance	1,468.44	
Health and Welfare	55.40	$16,208.20
Equipment Rentals and Misc. Supplies:		
Equipment rentals, owned	$ 8,502.17	
Equipment rentals, hired	750.00	
Gas, Oil, and Grease	2,706.48	
Bond	192.44	
P. L. and P. D. Insurance	202.60	
Freight	282.60	
Small Tools and Misc. Supplies	350.50	
P. U. C.	213.54	
Explosives	2,038.00	
Home Office and General Overhead	768.17	$16,006.89
TOTAL COST		$32,215.09

Remarks:

This was a "State Project" calling for the production and stockpiling of approximately 10,000 cubic yards of crushed material for later use by the State in connection with maintenance operations on the Rock Creek-Summit Section of the Heppner-Spray Highway in Morrow and Wheeler Counties.

This project was bid and awarded April 27, 1956. Work started August 6, 1956 and was completed November 15, 1956.

The contractor moved in a compressor and drilling equipment on Thursday, August 2 and began drilling and preparing quarry on August 6.

The contractor moved in his crushing plant during the week ending August 31. This plant was set up the following week. Crushing operations began Saturday, September 8 with a crew of 7 men, one 3/4-yard shovel, one dumptor, and one 6-cubic yard dump truck working a 10-hour shift.

The contractor experienced great difficulty in producing rock of specified quality. He found it necessary to open and strip two more places within the quarry area in order to find suitable rock for crushing. The condition of the quarry material caused considerable delay in crushing by clogging the crushing plant rolls. The quarry contained a large amount of P.I. and, with the wet weather encountered, created difficulty in scalping.

The contractor's loss can be accounted for by the fact that with a number of stoppages, idle or down time on the plant and equipment ~~that~~ ran the labor costs into a large figure.

This contractor with the type of plant he has should have been able, under normal conditions, to produce the required quantity of crushed material in less than half the time that was required.

M. N. Juve
Chief Cost Analysist

By

Gordon K. Hanson

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 28, 1956

[illegible]9301.

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4685	4-Final	Barney B. Helser

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27902	H-169023	$ 760.18	12/27/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: to Nov. 15, 1956

Completion Date: Nov. 15, 1956

Date Accepted: March 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-5-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: MAR 6 1957

Ruth Rawlings

RECEIVED
DEC 28 1956
FOR FILING

S-1307

4685

December 28, 1956

Mr. Barney P. Helser
14000 S.W. Far Vista
Beaverton, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from August 31 to November 30, 1956 within which to complete your contract No. 4685, for rock production on the Rock Creek-Summit Section of the Heppner-Spray Highway in Morrow and Wheeler Counties.

We are pleased to inform you that the State Highway Commission granted your request to and including November 15, 1956, the actual completion date. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

J. T. Burch,
Resident Engineer

Tom Edwards,
Construction Engineer

F

RECEIVED
DEC 17 1956
FOR FILING

[illegible]

4685

December 14, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4685 for rock production on the Rock Creek-Summit Section of the Heppner-Spray Highway in Morrow and Wheeler Counties was completed by the contractor, Barney B. Helser, on November 15, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $768.18 will be released to the contractor after acceptance by the Commission. The total contract amount is $25,605.84 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

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DEC 13 1956
FOR FILING

[illegible]

4682

December 12, 1956

Oregon State Highway Commission

Request for extension of time
No. 18
December 17 and 18 meeting

Gentlemen:

Herewith is a request from Barney B. Melser for an extension of time on the Rock Creek-Summit Section rock production project, Contract No. 4685, from August 31, 1956 to November 30, 1956.

At the time the contractor bid this project, he was engaged in producing materials on the Oregon Coast Highway in the vicinity of Newport, for use in the 1956 oiling season. Since the material under this project was intended for use in the 1957 season, he was requested to complete the Newport project before starting this one.

We have suffered no added cost because of the overrun. The project was actually completed on November 15, and I recommend the extension, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
DEC 3 1956

FOR FILING
55-8307

4685

December 3, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Barney B. Helser in connection with contract No. 4685, for rock production on the Rock Creek-Summit Section of the Heppner-Spray Highway in Morrow and Wheeler Counties. This payment in the amount of $8,457.66 will be released to the contractor on or after December 13, 1956. The retained percentage is $768.18.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

NOTED ON CARD
gl

Form E-1—10M—6-56

25-8307

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 23, 1956

Section Rock Creek - Summit

Highway Heppner - Spray

Contractor Barney B. Helser

Date of contract April 27, 1956

Date work started August 6, 1956

Project authorization $ 29,250.00

Exclusive of Engineering $ 27,170.00

Kind of work Rock Production

Section prefix 25-8307

Contract number 4685

Date of completion Aug. 31 (Ext. to Nov. 30), 1956

Estimated date of completion November 15 1956

Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering $ 25,605.84

Estimated per cent overrun or underrun Underrun 5.5 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2080.

Engineering cost to date $ 2040., 98 %

Date project was completed November 15, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on November 15, 1956.

Contractor tearing down plant and cleaning up site.

Semi-final estimate completed and mailed to the Division Engineer on November 20.

FINAL REPORT

Noted
M. N. Juve

NOTED
L. H. Young

Signed John T. Burch

Address Spray, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
V. D. WOLFE

State Printing 95633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			13.74		
Miles partially completed			13.74		
Miles completed			13.74		
Total estimated quantities (contract)			10,000.		
Total quantities corrected to date			9,848.4		
Estimated quantities moved or placed to date			9,848.4		
Average daily quantities			47		
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day					
Hours per shift					
Average force on project for week			4		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	"		
Saturday			

RECEIVED
OCT 11 1956

4185

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10th, 1956

SUBJECT: Rock Creek-Summit
Heppner-Spray Secondary
Contract No. 4685

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

Reference is made to Laboratory Report No. 403730, dated October 5th, 1956, showing a 5 percent excess in plasticity index and 44.4 percent retained on the ¼-inch screen where 50 percent is required by the third paragraph of Section 215.3, page 62 of the Standard Specifications governing the amount of material passing the ¼-inch screen.

The 3/4"-0 crushed rock has been high in unsuitable fines by previous test, No. 403127, dated September 28th, 1956.

Will you please instruct the resident engineer to tighten his inspection of this phase of the contract so that acceptable 3/4"-0 crushed rock is produced.

Also, please have him so mark the samples of improved material submitted that it is clear they represent corrected crushed rock.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY/WCW:AR

cc to: Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

RECEIVED
OCT 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 11 1956
FOR FILING

FORM E-30X

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405

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10th, 1956

SUBJECT: Rock Creek-Summit
Heppner-Spray Secondary
Contract #4685

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

Reference is made to Laboratory Report No. 403730, dated October 5th, 1956, showing for the 3/4"-0 crushed rock being produced by B. B. Helser a 4 percent too high plasticity index. The liquid limit, while not specified for this contract, shows a 2 percent excess over what is currently specified for clean aggregate.

This same presence of unsuitable "earth, clay and other unsuitable" materials was noted by the letter of October 2nd. Will you please instruct the resident engineer to have the contractor either use a scalping screen or so adjust his plant operations that acceptable materials can be produced.

Also, please have the resident engineer so mark samples of improved material that it is clear they represent corrected 3/4"-0 aggregate.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY/WCH:AR

cc to: Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

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OFFICE OF
STA[illegible] NGINEER

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OCT 1 1956
FOR FILING

FORM E-30X—90M—11-55—90225

25-8377

46'

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 2, 1956

SUBJECT: Rock Creek Summit
Heppner-Spray Sec. Hwy.
Contract No. 4685

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Reports No. 403125 and 403126, dated September 28, 1956 showing:

(a) 4.2 percent deficiency in material retained on the 3/4-inch screen and 13.1 percent deficiency of material passing the ¼-inch screen,

(b) 7.2 percent deficiency in material retained on the 3/4-inch screen and 9.5 percent deficiency in material passing the ¼-inch screen. Also a 3 percent excess of Plasticity Index and 1 percent excess in Liquid Limit, for the 1¼"-0 maintenance aggregate being stockpiled at M. P. 17.7.

This material appears to come from either a dirty rock or a quarry with excessive overburden.

Will you please instruct the resident engineer to have the contractor so adjust his quarry and plant operations so that acceptable material can be produced. Please call the resident engineer's attention to the third paragraph of Section 2.15.5, page 62 of the Standard Specifications, which raises the lower limit of percentage of material passing the ¼-inch screen for acceptable aggregate being stockpiled.

Also, will you please have the resident engineer resubmit improved samples of 1¼"-0 crushed rock so marked that it is clear they represent corrected aggregate.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of
cc to: Forrest Cooper ✓
Ray Webber

RECEIVED
OCT 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 1956
FOR FILING

July 3, 1956

Mr. Barney B. Helser
14000 Southwest Fa Vista
Beaverton, Oregon

Dear Sir:

We enclose herewith fully executed copies of three contracts which were awarded to you on April 27, and June 5, 1956:

Contract No. 4685 - Rock Production, Rock Creek-Summit Section of Heppner-Spray Highway in Morrow and Wheeler Counties. April 27, 1956.

Contract No. 4727 - Rock Production, Myrtle Point-Powers Section of Coos Bay-Roseburg and Powers Highway in Coos County. June 5, 1956.

Contract No. 4726 - Rock Production, Klamath Agency Section, Crater Lake, The Dalles-California and Modoc Point Highway in Klamath County. June 5, 1956.

These copies are sent for your files.

Executed copies of the above contracts are being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

JUL 5 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
APR 30 1956
FOR FILING

25-8537

4685

April 30, 1956

Mr. Barney B. Helser
14000 S. W. Far Vista
Beaverton, Oregon

Dear Sir:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4685 for Rock Creek-Summit Rock Production Project on the Heppner-Spray Highway, about 6 miles south of Hardman in Morrow and Wheeler Counties.

This award was based on your bid of $26,000 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

28-8306 Grass Valley-Kent Rock 1956
Production Project
4686

W.C. Williams A

November 7th, 1956

W C WILLI

28-306

FINAL COST ANALYSIS
Rock Production
Vernie Jarl, Contractor
A. V. Benedict, Resident Engineer

Grass Valley-Kent Section
Contract #4686

Sherman Highway
Prefix 28-8306

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Mat'l. in Stockpile	1,024.7	Cu. Yd.	$2.80	$3.087	$ 3,163.53	$ 2,869.16
½"-¼" Cr. Mat'l. in Stockpile	2,832.2	" "	2.80	3.087	8,743.79	7,930.16
¼"-0" Cr. Mat'l. in Stockpile	2,016.2	" "	2.80	3.087	6,224.57	5,645.36
½"-#10 Cr. Mat'l. in Stockpile	993.5	" "	2.80	3.087	3,067.21	2,781.80
3/8"-0 Cr. Mat'l. in Stockpile	2,835.0	" "	2.70	3.087	8,752.43	7,654.50
S.P. Haul Adjustment, Favor of State	456.5	Yd. Mi.				- 45.65
					$29,951.53	$26,835.33
Wasco Electric	125	Cu. Yd.	3.00	3.087	385.91	375.00
City of Grass Valley	624	" "	2.50	3.087	1,926.46	1,560.00
Kent School	435	" "	2.50	3.087	1,342.97	1,037.50
					$ 3,655.34	$ 3,022.50
Total					$33,606.87	$29,857.83

Total Cost	$33,606.87
Gross Revenue	29,857.83
Net Loss	$ 3,749.04

Net Loss Equals 12.5% of Gross Revenue

Detail of Cost

Labor:		
Labor	$12,455.07	
Labor Insurance	847.20	
Health & Welfare	404.30	
		$13,706.57
Equipment Rental & Misc. Supplies:		
Equipment Rental	$12,177.32	
Gas, Oil and Grease	2,640.49	
Explosives	1,578.68	
P.L. & P.D. Insurance	170.50	
Bond	166.20	
Small Tools & Misc. Supplies	247.00	
Home Office & General Overhead	591.31	
Subcontract (Hauling)	2,328.80	
		19,900.30
Total Cost.		$33,606.87

Breakdown of Crushing Cost

	Quantity	Cost	Cost Per Cu. Yd.
Move In & Set Up	10,885.6	$ 2,646.11	$0.243
Drill & Shoot	"	4,770.77	0.438
Haul & Feed Crusher	"	5,894.63	0.541
Crushing	"	10,517.98	0.967
Haul to Stockpile	"	7,108.88	0.653
Stockpile	"	2,668.50	0.245
	10,885.6	$33,606.87	$3.087

Remarks:

This was a "State Project" calling for the crushing and stockpiling of 9,701.6 cu. yd. of crushed rock for maintenance. The contract was bid and awarded April 27th, 1956. Work started May 12th and was completed June 19th, 1956.

The contractor used the state-controlled quarry located on the easterly side of and adjacent to the highway at M.P. 35.9 on the Sherman Highway.

The contractor moved in his semi-portable crushing plant May 12th and was set up and started to crush May 23rd, working one 9-hour shift 6 days per week. The crushing plant ran very efficiently with only minor delays for repairs and adjustments. One 1½-yard shovel, one 6-yard dumptor were used to feed the crusher; one D-8 cat and dozer was used to prepare plant site and work on the stockpiles; two 6-yard, one 8-yard and two 14-yard dump trucks plus some hired trucks hauled the material to stockpiles. From this quarry approximately 10,885.6 cu. yd. of material was produced, of which 9,701.6 cu. yd. was for the State and 1,184.0 cu. yd. for others.

The contractor had a good bid price and fair production but suffered a loss on the project due to too many employees working overtime on repairs resulting from poor supervision when the contractor was not on the job.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

1

28 8306
4686

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 15, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4686	3-Final	Vernie Jarl	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17064	H-158187	$ 805.06	8/15/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: None

Completion Date: June 19, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 21 1956

Ruth Rawlings

TED ON CARD

RECEIVED
AUG 6 1956
FOR FILING
28-8306

4688

August 3, 1956

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 Southwest Fourth Avenue
Portland 4, Oregon

ATTENTION: Mr. G. W. Burnett

Dear Mr. Burnett:

State Highway Contract No. 4688 for work performed on the Grass Valley-Kent Section of the Sherman Highway in Sherman County was completed by the contractor, Mr. Vernie Jud, on June 19, 1956, but has not as yet been accepted by the Commission.

Final payment in the amount of $705.06 will be released to the contractor after acceptance by the Commission. The total contract amount is $26,835.33, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

WOG:gp

cc: Dooly & Co.,
Board of Trade Building
Portland 4, Oregon

NOTED ON CARD

A

RECEIVED
JUL 25 1956
FOR FILING

28-8306

4686

July 25, 1956

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Vernie Jarl on contract No. 4686, covering Rock Production on the Grass Valley-Kent Section of the Sherman Highway in Sherman County. This payment, in the amount of $14,060.27 will be released to the contractor on or after August 3, 1956. The retained percentage is $805.06.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

NOTED ON CARD
7-25-56
m

Form E-1—10M—10-55

28-8306

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GON STATE HIGHWAY DEPARTM T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 23, 1956, 19

Section Grass Valley - Kent

Kind of work Rock Production

Highway Sherman

Section prefix 28-8306

Contractor Vernie Jarl

Contract number 4686

Date of contract ~~May 7, 1956~~ April 27, 1956 19

Date of completion July 31, 1956, 19

Date work started May 7, 1956, 19

Estimated date of completion June 19, 1956, 19

Project authorization $ 32,287.50

Exclusive of Engineering $ 30,991.50

Per cent of time elapsed 53 %

Estimated cost of completed project, exclusive of engineering $ 30,990

Estimated per cent overrun or underrun - - %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2,886.00

Engineering cost to date $ 1,500, 52 %

Date project was completed June 19, 1956, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished crushing ~~Thur~~ on his contract rock Tuesday, June 19th, then changed screens and crushed approximately 1,000 cu.yds. for Sherman County. Finished crushing Thursday, and is now moving his equipment out.

Stockpiles have not yet been remeasured.

FINAL REPORT.

RECEIVED
JUN 25 1956
OFFICE OF
CONST[illegible]

NOTED
FORREST COOPER

NOTED
L. H. Young

Signed A. V. Benedict

Address P.O. Box 420, The Dalles.

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 68712

	GRADING	SURFACING	MA ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000 C.Y.		
Total quantities corrected to date					
Estimated quantities moved or placed to date			10,000 C.Y.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			9		
Average force on project for week			10		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels 1, Power graders ...., Rollers........., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 1, Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Cloudy, Rain		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Clear		
Friday	Windy		
Saturday	Windy		

RECEIVED
JUN 11 1956
FOR FILING

FORM E-30X—50M—11-50—50525

[illegible]

4686

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1956

SUBJECT: Grass Valley-Kent
Sherman Highway
Contract No. 4686

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports Nos. 390365 and 390789, dated June 5, 1956 showing an excess of material passing the ½-inch screen of 5.6 and 7.6 percent respectively, in the 3/4"-1/2" crushed rock being produced.

As the 1,000 cubic yards of this material is now probably all produced, the necessary correction will be difficult due to the fact the balance of material is finer than 3/4-inch size.

Will you please request the resident engineer to sample the stockpiled material for final check as to suitability. Also, please instruct the resident engineer to tighten his inspection of the balance of the material being produced. It is suggested that site screening can aid the contractor in producing suitable aggregate.

Will you also, please ask the resident engineer to so mark samples of corrected material submitted for testing that it is clear they represent improved material.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1956
FOR FILING

[illegible]

4686

May 29, 1956

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4686, which was awarded to you by the State Highway Commission on April 27, for rock production on the Grass Valley-Kent Section of the Sherman Highway in Sherman County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

22-13 F
4686

April 30, 1956

Mr. Vernio Jarl
Gresham, Oregon

Dear Sir:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4686 for the Grass Valley-Kent Rock Production Project on the Sherman Highway in Sherman County.

This award was based on your bid of $27,700 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

29-4208 Nehalem Drawbridge, Dolphin 1956
and Drawrest Replacement
4687

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 31 1957
FOR FILING

January 30, 1957

General Construction Co.
4850 N. W. Front Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from October 31 to December 3, 1956 within which to complete your contract No. 4687, for the Nehalem Drawbridge Dolphin and Drawrest replacement on the Oregon Coast Highway in Tillamook County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 29 1957
FOR FILING

29-4208

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 16, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4687	2 Final	General Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
436	H170525	$ 14,337.70	1/16/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F. Cole
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1956

Time Extensions: to Dec. 3, 1956

Completion Date: Dec. 3, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-25-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] 1957

NOTED ON CARD

RECEIVED
JAN 15 1957
FOR FILING

29-4208

[illegible]

January 14, 1957

Request for extension of time
No. 7
January 22 and 23, 1957 meeting

Oregon State Highway Commission

Gentlemen:

Re: Nehalem Drawbridge, Dolphin and
[illegible] Replacement
Contract No. 4687

The General Construction Company, contractor on the Nehalem Drawbridge, Dolphin and [illegible] Replacement on the Oregon Coast Highway, has requested an extension of time from October 31, 1956, to December 3, 1956, the date of completion.

The contractor did not start this project for several months during which time he was awaiting the arrival of treated material. The delay caused no inconvenience to the traveling public nor any additional engineering expense to the State.

It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

FMB/mm

Attached

RECEIVED
JAN 3 - 1957
FOR FILING

29-4208

4687

January 3, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4687 for work performed on the Nehalem Drawbridge on the Oregon Coast Highway in Tillamook County was completed by the contractor, General Construction Company, on December 3, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $14,337.70 will be released to the contractor after acceptance by the Commission. The total contract amount is $20,896.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
MAY 29 1956
FOR FILING

[illegible]

[illegible]

May 28, 1956

General Construction Co.
4850 N. W. Front Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4687, which was awarded to you by the State Highway Commission on April 27, covering dolphin and drawrest replacement on the Nehalem Drawbridge Section of the Oregon Coast Highway in Tillamook County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

29-4208
4687

April 30, 1956

General Construction Co.
4850 N. W. Front Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4687 for Nehalem Draw Bridge, Dolphin and Drawrest Replacement Project on the Oregon Coast Highway in Tillamook County.

This award was based on your bid of $20,660 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

33-1046 Beaver Butte Cr. & Butte Cr. 1956
Guardrail Project.
4688

1

RECEIVED
22 1956
FOR FILING

33-1046
4688

10-10-56

FINAL COST ANALYSIS

Beaver Butte-Butte Creek Section Guard Rail
Contract #4688
R & W Construction Co., Contractor
W. J. Scofield, Resident Engineer

Warm Springs Highway
Prefix 33-1046-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail	3,306	Lin. Ft.	$2.14	$2.144	$ 7,091.09	$ 7,074.84

Total Cost	$7,091.09
Gross Revenue	7,074.84
Net Loss	$ 16.25

Net Loss Equals 0.2% of Gross Revenue

W. C. WILLIAMS

Detail of Cost
Beaver Butte-Butte Creek
Contract #4688

Labor:		
Labor	$1,091.10	
Labor Insurance	109.11	$1,200.21
Equipment Rental & Misc.:		
Equipment Rental (Owned)	$ 240.00	
Gas, Oil and Grease	125.00	
Bond	424.49	
P.L. & P.D. Insurance	136.39	925.88
Materials:		
Guard Rail	$4,875.00	
Paint	90.00	4,965.00
Total Cost........................		$7,091.09

Remarks:

The project to which this contract applies is a "State Project" calling for placing of 3,306 lineal feet of metal guard rail on the Warm Springs Highway in Wasco County.

Work began May 14th, 1956 and was completed May 25th, 1956.

Experienced crew and good equipment was the only reason a greater loss was not involved. Bid prices were too low. Large boulders and rock were encountered.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
JUL 31 1956
FOR FILING

33-1046

4688

July 30, 1956

R & W Construction Company
Suite 210
Auburn Avenue Building
Auburn, Washington

Gentlemen:

Reference if made to our telephone conversation this morning concerning payment for work that you performed in connection with State Highway Contract 4688, construction of guard rail on the Beaver Butte Creek and Butte Creek Sections of the Warm Springs Highway in Wasco County.

I have checked with our Accounting Division and find that they have the warrant on hand to mail to you but cannot do so until the Highway Commission accepts the job. The next regular meeting of the Highway Commission is scheduled for August 16 and 17, 1956, and I am certain that the acceptance of this job will be presented to the Commission at that time. Your warrant will be mailed immediately thereafter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

~~Evans — Govt of Canada~~

R. W. Const Co
warm supps. job
4688

complete
1st June

Graham

1,243,704.74
312,366.60

1556071|34

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 10, 1956

33-1046
4688

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4688	1-Final	R & W Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13752	B-154692	$ 7,074.04	7/10/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: none

Completion Date: May 25, 1956

Date Accepted:

Penalties: none

Claims: none

Remarks:

Date: 8-30-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 30 1956
Ruth Rawlings

[illegible]

RECEIVED
JUN 28 1956
FOR FILING

June 27, 1956

CERTIFIED MAIL

Hartford Accident & Indemnity Co.,
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4688, covering Beaver Butte Creek and Butte Creek Section Guard Rail on the Warm Springs Highway in Wasco County, was completed by the contractor, R & W Const. Co., on May 25, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $7,074.84 will be released to the contractor after acceptance by the Commission. The total contract amount is $7,074.84 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hartford Accident & Indemnity Co.
C. A. Wagner Co.
324 S. W. Stark St.
Portland, Oregon

NOTED ON CARD

RECEIVED
JUN 7 - 1956
FOR FILING

23-1046
4688

June 6, 1956

R & W Const. Co.
210 Auburn Avenue Bldg.
Auburn, Washington

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded by the State Highway Commission to you, as follows:

Contract No. 4668, covering the Detroit Reservoir Guard Rail Project on the North Santiam Highway in Marion County.

Contract No. 4688, for constructing guard rail on the Beaver Butte Creek and Butte Creek Sections of the Warm Springs Highway in Wasco County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Form E-1-Rev 6-53—10M

33-1046

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 26, 1956

Section Beaver Butte Creek and Butte Creek
Highway Warm Springs
Contractor R & W Construction Co.
Date of contract April 27, 1956
Date work started May 14, 1956
Project authorization $7,978
Exclusive of Engineering $567

Kind of work Guard Rail
Section prefix 33-1046
Contract number 4688
Date of completion July 31, 1956
Estimated date of completion June 1, 1956
Per cent of time elapsed 44 %

Estimated cost of completed project, exclusive of engineering $ 7,092
Estimated per cent overrun or underrun 0 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $567.00
Engineering cost to date $210.00, 37 %
Date project was completed ...., 19...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the guard rail on Friday, May 25, 1956.

NOTED
L. H. Young

NOTED
V. D. WOLFE

NOTED
R. D. ASBURY

Signed .... Res. Engineer
Address P.O. Box 4699 Portland 2

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	3,300' Guard Rail				
Total quantities corrected to date	3306' Guard Rail				
Estimated quantities moved or placed to date	3,306' Guard Rail				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., 1 power augur ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 30 1956
FOR FILING

23-1046
4688

April 30, 1956

R & W Construction Co.
Suite 210
Auburn Avenue Building
Auburn, Washington

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4688 for Beaver Butte Creek & Butte Creek Guardrail Project on the Warm Springs Highway in Wasco County.

This award was based on your bid of $7,062 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

34-1606 Hillsboro (Tenth Ave.-Dennis 1956
Ave.) Traffic Signal Installation
4689

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 28, 1956

34-1606 (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4680 4689	5-Final	Trowbridge Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28114	H-169236	$ 2,367.60	12/27/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

R. Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Nov. 28, 1956

Completion Date: Nov. 24, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-31-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC 31 1956

Ruth Rawlings

RECEIVED
DEC 21 1956
FOR FILING
[illegible]
[illegible]

file

Mrs Lewis

December 21, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.,
Northwest Branch Office
Mills Building
San Francisco, California

Gentlemen:

State Highway contract No. 4689 for installation of traffic signals in Hillsboro, Tenth Avenue-Dennis Avenue, on the Tualatin Valley Highway in Washington County was completed by the contractor, Trowbridge Electric Company, on November 24, 1956, and was formally accepted by the Highway Commission on December 17, 1956.

Final payment in the amount of $2,367.60 will be released to the contractor on or after December 31, 1956. The total contract amount is $28,836.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the perfomance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ds

cc: Saint Paul-Mercury Indemntiy Co.
Ken Bailey Insurance Agency
Pacific Bldg.,
Roseburg, Oregon

noted record
DC

A

RECEIVED
NOV 29 1956
FOR FILING

24-1156

4119

OMMISSIONERS
. CHANDLER, CHAIRMAN
S BAY
H. REYNOLDS, MEMBER
GRANDE
McIVER, MEMBER
ORTLAND
. GLAISYER
ECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 28, 1956

Trowbridge Electric Co.
622 S. E. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from September 29, 1956 to November 28, 1956 within which to complete your contract No. 4689, for installing traffic signals on the Hillsboro (Tenth Ave.-Dennis Ave.) Section of the Tualatin Valley Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. O. Skelton,
Division Engineer

Robert F. Low,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
OCT 30 1956
FOR FILING

24-[illegible]

4637

October 26, 1956

Request for Extension of Time
No. 23
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Re: Hillsboro Traffic Signal Installation
on the Tualatin Valley Highway
Contract No. 4639

Trowbridge Electric Company, contractor on the traffic signal installation in Hillsboro on the Tualatin Valley Highway, has requested a second extension of time from September 29, 1956, to November 28, 1956, in which to complete the contract.

The contractor was delayed in completing the work before the expiration of the first time extension by a change in the multi-unit signals, at the request of the State. The signals are now in operation and all work has been completed with exception of a small amount of minor adjustments.

It is recommended that this second extension of time be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PHB/mm
Attached

FORM E-120 50M REVISED 5-55

RECEIVED
OCT 10 1956
FOR FILING
MEMBER 34-6
4689

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 8, 1956

Trowbridge Electric Co.
622 S. E. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from July 31, 1956 to September 29, 1956 within which to complete your contract No. 4689, for traffic signals on the Hillsboro (Tenth Ave.-Dennis Ave.) Section of Tualatin Valley Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Robert F. Dow,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
SEP 12 1956
FOR FILING

34-1606

[illegible]

September 11, 1956

Request for extension
of time
No. 15
September 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Hillsboro Traffic Signals
in Washington County
Contract No. [illegible]

Trowbridge Electric Company, contractors on the Hillsboro Traffic Signals on the Tualatin Valley Highway in Washington County has requested an extension of time from July 31, 1956, to September 29, 1956, in which to complete the project. This contractor was delayed in starting the project by the non-arrival of signal and controller equipment.

It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

FMB/mm

Attached

15

FORM 230—30M—11-55—90284

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 8, 1956

SUBJECT:

To: P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

I am enclosing herewith Request for Extension of Time from the Trowbridge Electric Company on their Contract No. 4689 for Traffic Signals Installation on the Hillsboro one way street. They have requested a 60-day extension of time from July 31, 1956 to September 29, 1956, and have given as their reason the need for additional time to complete the work delayed by slow delivery of signal equipment and changes in the work.

The reasons given by the contractor are substantially correct and I would recommend approval of this request without penalty.

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:ar
Encl.
cc: Robert Dow

RECEIV
AUG 9 - 1956
OREGON STATE HIGHWA
BRIDGE DEPA

RECEIVED
MAY 29 1956
FOR FILING

34-1612

4689

May 29, 1956

Trowbridge Electric Company
622 S. E. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4689, which was awarded to you by the State Highway Commission on April 27, for installing traffic signals on the Hillsboro (Tenth Ave.-Dennis Ave.) Section of the Tualatin Valley Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 11 1956
FOR FILING

FORM E-30X—50M—11-53—90225

24-1-1
4189

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1956

SUBJECT: Revised Pole Location
Hillsboro Traffic Signal Project

To: P. M. Stephenson
Bridge Engineer
Office

On April 30, 1956, L. E. George, of this office, met with representatives of the Portland General Electric Company and West Coast Telephone Company regarding clearance conflicts between overhead telephone cables and power lines and our steel strain poles.

In many instances there was no alternative other than to move the location of the steel traffic signal pole. There are attached two sets of plans showing these proposed changes in red. It should also be realized that these changes will require minor modifications of material ordered by the contractor for this project. It is suggested that Mr. George, the Resident Engineer on this project and the contractor have a meeting at the earliest possible date in order that all parties might be apprised of the necessary changes in material.

F. B. Crandall
Traffic Engineer
For

LEG:be

Attachments

cc: C. S. Paxson

NOT
C. S.

RECEIVED
[illegible] 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—11-55—50825

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1956

SUBJECT:
Hillsboro Traffic Signal Installation
Revised Pole Locations

To:
Val Johnson
Traffic Control Engineer
Office

On Monday, April 30, 1956, a meeting was held in the field with representatives from the West Coast Telephone Company and representatives of the Hillsboro office of the Portland General Electric Company. The primary concern of Mr. Lantz, of the Portland General Electric Company, and Mr. Hankinson, of the West Coast Telephone Company, involved clearance between the steel strain poles and the telephone cables and power lines on Oak Street.

Our initial field surveying on this project was done last fall. All of the utilities on Oak Street were relocated during the latter portion of the winter months which created clearance problems involving our poles. Each pole location was checked with the above-mentioned representatives and in certain instances there was no alternative other than to move the steel strain pole. There are attached three sets of plans showing the changes required in red. All of the changes will require minor changes in the material ordered for the project. Therefore, you will also find attached a suggested draft to Mr. Stephenson, Bridge Engineer directing him to notify the Resident Engineer on the project of these necessary changes.

Representatives from both of the utility companies involved, most particularly the power company, were completely satisfied with all arrangements made in the field. These gentlemen were advised that if any further complications arise during the installation process, that our Department would be most happy to work with them on any further changes that might be necessary.

L. E. George
Signal Engineer

LEG:bc

Attachments

RECEIVED
APR 30 1956
FOR FILING

34-16cn
4689

April 30, 1956

Trowbridge Electric Company
136 North Jackson
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4689 for installation of traffic signals at nine intersections (Tenth Avenue-Dennis Avenue) at Hillsboro in Washington County.

This award was based on your bid of $28,770 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
APR 24 1956
FOR FILING

34-166
7689

Salem, Oregon
April 24, 1956

[illegible], 15 Paxson)

Hillsboro
Oak St.
(15)

Mr. F. B. Crandall

Herewith copy of a letter from the Portland General Electric with reference to the Hillsboro traffic signals. Will you have someone check up on any changes we have to make and also on clearances for the telephone and telegraph wires.

G. S. Paxson

GSP:gm
Encl.

PORTLAND GENERAL ELECTRIC COMPANY

TUALATIN VALLEY DIVISION
171 Second Avenue
Hillsboro, Oregon

April 20, 1956

State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer
Re: Signal installation at Hillsboro

Dear Sir:

Your letter and plans regarding installation of traffic lights in Hillsboro have been received and checked over by this office.

We believe that the cable along Oak St. will be satisfactory as indicated, and the City of Hillsboro has the right to install traffic light circuits on poles within the city. We will be glad to work with the installing contractor to determine mutually satisfactory points of contact on our poles.

There have been some changes in pole locations since your plans were drawn. We believe it will be necessary for you to make some slight changes in location of the steel strain poles and walk-wait signals to avoid conflict with poles and your cables and to secure best visibility of the walk-wait signals.

Likewise, it may be a good idea to check with the West Coast Telephone Co. and the Pacific Telephone and Telegraph Co. in regard to pole and wire clearance on the south side of Oak Street.

This division's relations with Mr. Betzer were always good when we worked together on any of these installations. We have not met his successor, but expect that our dealings with him will continue to be satisfactory and according to the terms of your attachment permit.

Very truly yours,

PORTLAND GENERAL ELECTRIC COMPANY
Tualatin Valley Division

B. F. Lentz

B. F. Lentz
Division Distribution Engineer

RECEIVED
APR 23 1956
STATE HI

BFL:rm

/ RECEIVED
APR 6 - 1956
FOR FILING

West
Traffic
Light

CB Hillsboro

p

April 5, 1956

Mr. H. S. Johnson
General Division Manager
Portland General Electric Company
621 S. W. Alder
Portland, Oregon

Re: Traffic signals on Oak Street
in Hillsboro

Dear Sir:

Under separate cover I am sending you two sets of the plans for the installation of traffic signals on the Tenth Avenue-Dennis Avenue section of Oak Street in Hillsboro.

Sheet 10 of these plans shows the location of the various poles to which we propose attachments. The poles on the cross streets, marked $\left(\frac{EX}{1}\right)$, are the power sources. Power will be carried down the poles and in conduit to our controls on street corners on both Oak Street and Baseline Street. Our control circuit will be attached to your power poles marked $\left(\frac{EX}{3}\right)$ on Oak Street. The method of attachment is shown on Sheet 2 as "Power Source Pole and Overhead Supervisory Cable Installation."

These plans are submitted for your examination and approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. F. B. Crandall
Mr. P. M. Stephenson

RECEIVED
APR 5 - 1956
FOR FILING

West
Traffic
[illegible]
(Hillsboro

April 2, 1956

Mr. H. S. Johnson
General Division Manager
Portland General Electric Company
621 S. W. Alder
Portland, Oregon

Re: Signal installation at Hillsboro

Dear Sir:

Reference is made to the proposed installation of traffic signals in Hillsboro. This is a cooperative project between the State and the City of Hillsboro in which the State will install the signals by contract, and maintenance and operation will be done by the City. In view of this, it seems advisable that the City get the permit for the attachment to your poles in the City's name. We will send in the plans for the work for your approval before a contract is entered into.

I have been furnished with a copy of your letter of March 21 to Mr. John A. Enschede, and note that the State has not been complying with the terms of the blanket permit for such attachment dated June 25, 1942. We, of course, expect our operations to conform with the terms of this permit, and I would appreciate more detailed advice as to how we have failed in this regard so that violations of the permit will not occur in the future.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

CITY OF HILLSBORO

LESLIE J. A[illegible]R
Mayor
J. W. BARNEY
City Manager
E. M. BOWMAN
City Recorder
W. C. CHRISTENSEN
City Treasurer
P. L. PATTERSON
City Attorney

COUNCILMEN
THOS. C. DOYLE, Ward 1
H. L. BICKFORD, Ward 1
HARLEY CRUSE, Ward 2
WALTER S. FRASER, Ward 2
CHAS. A. PLUMSTEAD, Ward 3
KEITH FENNER, Ward 3

HILLSBORO, OREGON

29 March, 1956

Mr. G.S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson: Subject: Traffic Signals

I have a letter under date of March 16, 1956 signed by Mr. F.B. Crandall, Traffic Engineer, requesting permission to make certain attachments to power poles in the City of Hillsboro in connection with the traffic signal installation.

I am enclosing herewith, a copy of a letter from Mr. Hilbert S. Johnson, General Division Manager, Portland General Electric Company to the Division Manager, Mr. John A. Enschede in Hillsboro; also a copy of Audit No. 8589 of the Portland General Electric Company, which I believe will suffice as evidence of permission to use the power poles for the installation of the traffic signal system.

If any further or more explicit permission is required, I believe such a request should be accompanied by detailed plans and specifications of the installation together with method of installing, whether by State forces or by contract.

Very truly yours,

CITY OF HILLSBORO

By
J.W. BARNEY
City Manager

Enc. 2
JWB:LB

RECEIVED
APR 2 1956
OREGON
STATE HIGHWAY COMMISSION

/

COPY March 21, 1956

Mr. John A. Enschede
Division Manager
Hillsboro

Dear Mr. Enschede:

In answer to your query concerning the use of P.G.E. Co. poles on Oak Street, Hillsboro, to suspend traffic signals, a check of various effective agreements shows that both the State Highway Commission and the City of Hillsboro have current signed agreements covering the use of these poles.

Paragraph (f) Section 9 of the franchise with the City of Hillsboro is explicit in giving this privilege provided the street remains under control of the City.

Our Audit No. 8589 is a revocable permit accepted by the State Highway Commission on July 8, 1942, that grants a system-wide permit to use poles for mast-arms, span-wires and other devices to support signs, traffic signals and similar equipment under certain restrictions. The Highway Department universally disregards the proscriptions, and P.G.E. hasn't done anything about it, although we could well consider doing so under the same theory whereby they put a fence across the streets at Stanford University one day each year.

In any event, both the City and the State, alone or concurrently, appear to have the needed working agreement with P.G.E. Co. If, however, either the City or the State contracts this work to an electrician other than those in their employ, we should have a signed release of liability before they do any work on our poles or near our circuits. If maintenance is done by someone under contract and by outside repairmen, we should have a similar release from liability. If anyone falls or causes personal injury or property damage there is noone to sue except the electric company.

We reserve the right to determine if signal light installations are made in conformity with the various codes and allow climbing space without hazards to our employees. Any agreement that we have with the State or the City is based on available pole space, and we would expect the users to provide any additional poles designed for their particular use.

Very truly yours,

(signed) Hilbert S. Johnson
Hilbert S. Johnson
General Division Manager

HPV:nd

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MAR 20 1956
FOR FILING

Maint
Traffic
Lights -
Hillsboro

FORM S-123 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 16, 1956

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon

Dear Sir:

It is proposed to let the contract for the traffic signal project which will be installed in conjunction with the one-way couplet in Hillsboro. It is desirable to let this traffic signal project to contract at the next Highway Commission meeting which is being held on the 26th and 27th of April. In order that this may be done, it would be necessary that we have permission to make certain attachments to the power pole line which lies on the northerly side of Oak Street.

The items for which attachment permission must be granted consist of conduit and service cabinets at seven locations and an overhead synchronized cable attachment on each power pole on the above-mentioned power line on Oak Street. Would you please obtain the necessary approval from your local power company and transmit this information to us by letter at the earliest possible date.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By F B Crandall
F. B. Crandall
Traffic Engineer

bc: G. S. Paxson

NOTED
G. S. PAXSON

FORM E-128 90M REVISED 1-56

RECEIVED
MAR 20 1956
FOR FILING

Maint
Traffic
Lights -
(Hillsboro

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
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W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 16, 1956

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon

Dear Sir:

It is proposed to let the contract for the traffic signal project which will be installed in conjunction with the one-way couplet in Hillsboro. It is desirable to let this traffic signal project to contract at the next Highway Commission meeting which is being held on the 26th and 27th of April. In order that this may be done, it would be necessary that we have permission to make certain attachments to the power pole line which lies on the northerly side of Oak Street.

The items for which attachment permission must be granted consist of conduit and service cabinets at seven locations and an overhead synchronized cable attachment on each power pole on the above-mentioned power line on Oak Street. Would you please obtain the necessary approval from your local power company and transmit this information to us by letter at the earliest possible date.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By F. B. Crandall
F. B. Crandall
Traffic Engineer

bc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
APR 25 1956
FOR FILING

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4679

6483

April 24, 1956

Hare, Sturgis and Burdett
Attorneys at Law
Hillsboro, Oregon

Attention: Mr. Francis E. Sturgis

Gentlemen:

In reply to your letter of April 4, I wish to advise that if your client, Mr. Neal George, wishes a driveway from Tenth Street to the front of his building, an opening will be left in the curb.

I will have our field engineer contact Mr. George to work out the details.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper
Mr. A. C. Skelton

FC:ar fn

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4- [illegible]
[illegible]

April 5, 1956

Hare, Sturgis and Burdett
Attorneys at Law
Hillsboro, Oregon

Attention: Mr. Francis E. Sturgis

Gentlemen:

This is to acknowledge your letter of April 4, 1956 concerning improvement to the Tualatin Valley Highway in Hillsboro which may affect the access of your client, Mr. Neal George.

Copies of your letter are being sent to the members of the Highway Commission for their information and a copy is also being sent to Mr. R. H. Baldock, State Highway Engineer, for such investigation as is required. He also can advise you concerning the extent of the contemplated interference.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jmc

cc: Commissioners
R. H. Baldock

Hare, Sturgis & Burdett
ATTORNEYS AT LAW
Hillsboro, Oregon
TELEPHONE 181

WILLIAM G. HARE
FRANCIS E. STURGIS
JAMES E. BURDETT

April 4, 1956

Oregon State Highway Commission
Salem, Oregon

Re: Tualatin Valley Highway Improvement, Tenth St., Hillsboro

Gentlemen:

I have been retained by Mr. Neal George to represent him relative to his property, which is located upon South Tenth Street in the city of Hillsboro, Oregon. Mr. George advises me that he has been informed that the State Highway Commission contemplates construction of a seven-inch curb in front of his business property located on the west side of South Tenth Street, so that his access will be rendered unusable in the off-street parking area in front of his business location. His business location is now devoted to Farmers Insurance Group, underwriters.

Please be advised that the building which Mr. George now owns was constructed under a building permit from the City of Hillsboro in the year 1949-50, and that he has had unobstructed access to said highway for off-street parking purposes since that time.

If the construction program of the State Highway Commission will in any way interfere with his unrestricted access, please advise me the full nature and extent of the interference, so that I may take such steps as may b e necessary to protect the property interests and property rights of my client.

Very truly yours,

Francis E. Sturgis

FRANCIS E. STURGIS

FES:ij

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APR 5 1956
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STATE HIGHWAY COMMISSION

F-183 (10) Dairy Cr. Bridge Widening 1956

4690

F-183 (10) Dairy Cr. Bridge Widening 1956

4690

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FEB 27 1962
FOR FILING

[illegible]

4690

February 26, 1962

Hollister & Thomas
Attorneys at Law
825 Failing Building
Portland 4, Oregon

Attention: Robert H. Hollister

Gentlemen:

In your letter of February 21, you requested photostatic copies of the performance bonds furnished with Contract Nos. 4690, 4774, and 4796, all of which were authorized to United Builders, Inc.

Attached are photostatic copies of the contract bonds as you requested.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

FQ:hl

HOLLISTER & THOMAS
ATTORNEYS AT LAW
825 FAILING BUILDING
PORTLAND 4, OREGON

ROBERT H. HOLLISTER
WILLIAM F. THOMAS

EDWARD N. MURPHY

TELEPHONE
CAPITOL 3-6323

February 21, 1962

Oregon State Highway Department
Salem, Oregon

Re: United Builders, Inc.

Gentlemen:

United Builders, Inc. had three highway bridge widening or construction jobs as follows:

1. Construct Dairy Creek bridge, Contract No. 4690, completion date 12/31/56, Contract price $84,947.00.

2. Construct Champoeg Creek Bridge, Contract No. 4774, completion date 3/1/57, Contract price $35,684.00.

3. Construct Twelfth Street Bridge widening, Salem, Oregon, Contract No. 4796, completion date 3/1/57, Contract price $26,599.90.

Upon each of the above mentioned three jobs, United Builders, Inc. furnished your standard performance bond and upon each bond, either the St. Paul Mercury Indemnity Co., The St. Paul Fire & Marine Insurance Company or the Mercury Insurance Company were the surety.

Litigation has developed wherein it is necessary that we obtain the original bond or a photostatic copy of same.

I have agreed with the opposing attorney that if we can obtain a photostatic copy of each of the bonds furnished on the above three jobs that this will suffice and that it will not be necessary to subpoena your records into Court. Could I therefore ask that you check over these old files and make photostatic copies of the bond forms that were submitted to you by United Builders, Inc. If there is any charge for this, I will be glad to reimburse you.

Very truly yours,

HOLLISTER & THOMAS

Robert H. Hollister

Robert H. Hollister

RHH/bh

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FEB 23 1962
OREGON
STATE HIGHWAY COMMISSION

files

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 29, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4690	12 Final	United Builders, Inc., Assigned to: St. Paul Fire & Marine Insurance Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19829	H-190452	$ 8,410.17	8-29-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1956

Time Extensions: Extended to June 30, 1957

Completion Date: June 28, 1957

Date Accepted: August 8, 1957

Penalties: none

Claims: none

Remarks:

Date: 8-30-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

AUG 30 195

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[illegible]

August 6, 1957

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4690 for work performed on the Forest Grove-Hillsboro (Dairy Creek Bridge) Section of the Tualatin Valley Highway in Washington County was completed by the contractor, United Builders, Inc., on June 28, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $8,410.17 will be released to the contractor, assigned to St. Paul Fire and Marine Insurance Company, after acceptance by the Commission. The total contract amount is $93,420.82, of which amount $561.88 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility or such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

FORM E-120 [illegible] REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 31 1957
FOR FILING

F-153(10)

46

January 30, 1957

United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from December 31, 1956 to June 30, 1957 within which to complete your contract No. 4690, covering the Dairy Creek Bridge Widening on the Tualatin Valley Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Robert F. Dew,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

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JAN 15 1957
FOR FILING
[illegible]
4690

January 14, 1957

Request for extension of time
No. 6
January 22 and 23, 1957 meeting

Oregon State Highway Commission

Gentlemen:

Re: Dairy Creek Bridge Widening
Contract No. 4690

United Builders, Inc., contractor on the Dairy Creek Bridge Widening on the Tualatin Valley Highway in Washington County, has requested an extension of time from December 31, 1956, to June 30, 1957, in which to complete the project.

After the contract was let, it was found that right of way negotiations for a channel change of Dairy Creek could not be completed. This necessitated increasing the length of the structure. The work of increasing the length of the structure required working in inclement weather and has made it necessary to await the arrival of the low water period for the removal of falsework. It is expected to have the bridge ready for traffic by March 1, 1957.

As most of the delay is caused by a change of plans for which the contractor is not responsible, it is recommended that this extension of time be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

[illegible]/mm
Attached

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JAN 7 - 1957
FOR FILING
F-183(10)

4690

December 27, 1956

C
O
P
Y

Mr. Clarence D. Porter
Claims Adjuster
St. Paul Fire & Marine Insurance Company
1027 Failing Building
Portland, Oregon

Dear Mr. Porter:

Reference is made to your letter of December 21, 1956 and our subsequent telephone conversation regarding the assignments given by United Builders, Inc. to the St. Paul Fire and Marine Insurance Company of all monies that are now due or which may hereafter become due the United Builders, Inc. in connection with Oregon State Highway Contracts 4690, 4774, and 4796.

In our telephone conversation yesterday you stated that you would ask the St. Paul Fire and Marine Insurance Company to forward to me assumption certificates whereby the St. Paul Fire and Marine Insurance Company assumes the liability of the St. Paul-Mercury Indemnity Company in connection with each of these contracts. I received such information in today's mail from Dorothy L. Wilson, the Company's Attorney-in- Fact.

This information appears to satisfy our requirements, so we will honor the assignments which were transmitted with your letter of December 21st. I am asking our Auditor to prepare future vouchers in connection with each of these jobs, payable to United Builders, Inc., assigned to the St. Paul Fire and Marine Insurance Company and to forward to the company at 200 Mills Building, San Francisco, California all warrants received from the Secretary of State in connection with these jobs. This is pursuant to the directive contained in your letter of December 21st.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: St. Paul Fire and Marine Insurance Company
1012 Failing Building
Portland 4, Oregon
Attn: Dorothy L. Wilson, Attorney-in-Fact
C. H. Maison, (2)
Floyd Query

Mr. Maison: Attached are two photocopies of each of the assignments mentioned above together with two copies of each of the assumption certificates. Also enclosed are two copies of Mr. Porter's letter of December 21st and one copy of a letter that I received today, dated December 26, from the St. Paul Fire and Marine Insurance Company. It will be satiffactory for you to prepare future vouchers in connection with each of these jobs, payable to United Builders, Inc., assigned to St. Paul Fire and Marine Insurance Company. HBG

Mr. Query: Attached hereto is one executed copy of each of the assignments mentioned in the above letter, together with one copy of the assumption certificate with reference to change in surety for each job. Mrs. Lewis should record these on her cards and should file the assignments and the certificates in the proper contract.

HBG

St. P[illegible] FIRE AND MARINE INSURANCE CO.
St. Paul Mercury insurance company

COPY

December 26, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Bond No. 1745236/14445 - United Builders, Inc.
Bond No. 1745300/14473 - United Builders, Inc.
Bond No. 1746232/14485 - United Builders, Inc.

Dear Sir:

Pursuant to your telephone conversation with Mr. Clarence D. Porter regarding Assumption Certificates wherein the St. Paul Fire and Marine Insurance Company assumes the liability of the Saint Paul-Mercury Indemnity Company, we are enclosing the Assumption Certificates on the bonds involved as follows:

Bond No. 1745236/14445 - Contract No. 4690
Dairy Creek Bridge, Washington County

Bond No. 1745300/14473 - Contract No. 4774
Bridge over Champoeg Creek, Marion County

Bond No. 1746232 - Contract No. 4796
12th Street Bridge, Marion County

Yours very truly,

St. Paul Fire and Marine Ins. Co.

By: /s/ Dorothy L. Wilson
Its Attorney-in-Fact
Dorothy L. Wilson

REJ/dw

CLARENCE D. PORTER
Claims Adjuster
1027 Failing Building
Portland 4, Oregon

C
O
P
Y

December 21st, 1956

Mr. H. B. Glaisyer, Secretary
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Glaisyer: re-United Builders, Inc.

I am attaching assignment of claim covering estimates due on contracts Nos. 4690-4796 and 4774 executed by the United Builders, Inc. in favor of the St. Paul Fire and Marine Insurance Company and said assignments shall cover check or warrant which is to be issued on the estimates made up either on the first day of December or shortly thereafter and continue in force until completion of the contracts. I also attach original assignment given by the United Builders to the St. Paul Mercury Indemnity Company which corporation has been succeeded by the St. Paul Fire and Marine Insurance Company under date of May 18, 1955 which is still in full force and effect and is therefore supplemental to the present executed assignments.

Please see that the check issued in the month of December and all subsequent checks or warrants, as the case may be, are forwarded to the St. Paul Fire and Marine Insurance Company, 200 Mills Building, San Francisco, California.

I gave you notice of this assignment a few days ago so that you could make proper notation on your records.

Please acknowledge receipt of these assignments.

Yours very truly,

St. Paul Fire and Marine Ins. Co.

by /s/ Clarence D. Porter

Clarence D. Porter
Adjuster

2

GENERAL AGREEMENT O NDEMNITY

SAINT PAUL-MERCURY INDEMNITY COMPANY

ST. PAUL, MINNESOTA

Know All Men By These Presents, that whereas, the Saint Paul-Mercury Indemnity Company, hereinafter referred to as the Surety Company, has executed or may hereafter execute a bond or bonds on behalf of the undersigned or any of them, hereinafter referred to as Indemnitors, and/or the corporation(s) and/or firm(s) and/or individual(s) named in the Schedule hereof or any additions thereto;

And Whereas, the Indemnitors have a substantial, material and beneficial interest in the obtaining of the said bond or bonds.

Now, Therefore, in consideration of the premises and the sum of One ($1.00) Dollar in hand paid to the Indemnitors by the Surety Company, the receipt of which is hereby acknowledged, the Indemnitors, for themselves, their heirs, executors, administrators, successors and assigns jointly and severally hereby covenant and agree with the Surety Company, its successors and assigns, in the manner following:

1. That the Indemnitors will promptly pay or cause to be paid in cash to the Surety Company in advance, or if not in advance, at such times and in such manner as may be agreed upon, premium or premiums for such bond or bonds at the rates and at the times specified by the Surety Company and will continue to pay the same where such bond or bonds are continued until the Surety Company shall have been fully discharged and released from any and all liability upon the said bond or bonds, and all matters and things arising therefrom and until there shall have been furnished to the Surety Company satisfactory proof by evidence legally competent of such discharge and release.

2. The Indemnitors shall at all times a indemnify, and keep indemnified, and hold and save harmless the Surety Company from and against any and all liability, loss, damages, costs and expenses of whatever nature or kind which the Surety Company shall or may, at any time, sustain, incur, or be put to, for, or by reason, or in consequence of the Surety Company having given and executed any such bond or bonds and (b) shall immediately pay, reimburse and make good to the Surety Company all sums and amounts of money which the Surety Company shall pay, or cause to be paid, on account of the execution of any such bond or bonds, and (c) shall pay, as collateral security, to the Surety Company as soon as it shall become liable therefor on any such bond or bonds, any and all sums for which the Surety Company shall become liable, irrespective of whether the Surety Company shall have paid out such sums, or any part thereof.

The Indemnitors shall reimburse the Surety Company for all costs, counsel fees and expenses which it may incur in collecting a premium or a loss sustained on any such bond or bonds or in investigating any claim made thereunder, or in investigating any application, or in prosecuting or defending any action, suit or other proceeding which may be commenced or prosecuted against the principal, or against the Surety Company, upon any such bond or bonds, or in any wise relating thereto.

3. The Indemnitors, immediately upon becoming aware of any demand, notice, or proceeding preliminary to determining or fixing any liability with which the Surety Company may be subsequently charged under the said bond or bonds or any renewal thereof or any new bond issued in continuation thereof or as a substitute therefor, shall notify the Surety Company thereof in writing.

4. In the event the Surety Company is required, for any reason whatsoever, to reserve from its assets an amount to cover any contingent claim or claims under any of said bond or bonds it may issue, the Indemnitors hereby covenant and agree immediately on demand to deposit with the Surety Company, in current funds, an amount sufficient to cover any such contingent claim or claims, to be held by the Surety Company as collateral security on the said instrument, in addition to the indemnity afforded by this agreement; and if the Surety Company is required to enforce performance of this covenant by action at law or in equity, the costs, charges and expenses, which it may incur, shall be included in such action and be paid by the Indemnitors.

The Indemnitors further authorize and empower any attorney in any State of the United States, at request of the Surety Company, to appear for the Indemnitors, and confess judgment against them, and each of them, for any sum or sums due under this agreement up to the full amount of bond or bonds executed by the Surety Company, upon the faith and security afforded by the Indemnitors under this agreement, without stay of execution, waiving inquisition and condemnation of any real estate, and the Indemnitors, and each of them, do hereby waive the benefit of any law or laws now in force or which may hereafter become in force, exempting property from levy and sale upon execution; this authority to continue until the Surety Company's liability under any such bond or bonds shall have wholly terminated. Whenever the laws of any State shall provide a method for confession of judgment to which the authority hereby given will not apply, the Indemnitors further agree to execute upon the Surety Company's demand such papers as will carry into effect the entry of judgment by confession against the Indemnitors for the sum or sums above mentioned.

5. If any bond or bonds be given in connection with a contract, the Surety Company is hereby authorized, but not required, to consent to any change in the contract or in the plans or specifications relating thereto; to make or guarantee advances or loans for the purposes of the contract without the necessity of seeing to the

(OVER)

GENERAL AGREEMENT O NDEMNITY

SAINT PAUL-MERCURY INDEMNITY COMPANY

ST. PAUL, MINNESOTA

Know All Men By These Presents, that whereas, the Saint Paul-Mercury Indemnity Company, hereinafter referred to as the Surety Company, has executed or may hereafter execute a bond or bonds on behalf of the undersigned or any of them, hereinafter referred to as Indemnitors, and/or the corporation(s) and/or firm(s) and/or individual(s) named in the Schedule hereof or any additions thereto;

And Whereas, the Indemnitors have a substantial, material and beneficial interest in the obtaining of the said bond or bonds.

Now, Therefore, in consideration of the premises and the sum of One ($1.00) Dollar in hand paid to the Indemnitors by the Surety Company, the receipt of which is hereby acknowledged, the Indemnitors, for themselves, their heirs, executors, administrators, successors and assigns jointly and severally hereby covenant and agree with the Surety Company, its successors and assigns, in the manner following:

1. That the Indemnitors will promptly pay or cause to be paid in cash to the Surety Company in advance, or if not in advance, at such times and in such manner as may be agreed upon, premium or premiums for such bond or bonds at the rates and at the times specified by the Surety Company and will continue to pay the same where such bond or bonds are continued until the Surety Company shall have been fully discharged and released from any and all liability upon the said bond or bonds, and all matters and things arising therefrom and until there shall have been furnished to the Surety Company satisfactory proof by evidence legally competent of such discharge and release.

2. The Indemnitors shall at all times (a) indemnify, and keep indemnified, and hold and save harmless the Surety Company from and against any and all liability, loss, damages, costs and expenses of whatever nature or kind which the Surety Company shall or may, at any time, sustain, incur, or be put to, for, or by reason, or in consequence of the Surety Company having given and executed any such bond or bonds and (b) shall immediately pay, reimburse and make good to the Surety Company all sums and amounts of money which the Surety Company shall pay, or cause to be paid, on account of the execution of any such bond or bonds, and (c) shall pay, as collateral security, to the Surety Company as soon as it shall become liable therefor on any such bond or bonds, any and all sums for which the Surety Company shall become liable, irrespective of whether the Surety Company shall have paid out such sums, or any part thereof.

The Indemnitors shall reimburse the Surety Company for all costs, counsel fees and expenses which it may incur in collecting a premium or a loss sustained on any such bond or bonds or in investigating any claim made thereunder, or in investigating any application, or in prosecuting or defending any action, suit or other proceeding which may be commenced or prosecuted against the principal, or against the Surety Company, upon any such bond or bonds, or in any wise relating thereto.

3. The Indemnitors, immediately upon becoming aware of any demand, notice, or proceeding preliminary to determining or fixing any liability with which the Surety Company may be subsequently charged under the said bond or bonds or any renewal thereof or any new bond issued in continuation thereof or as a substitute therefor, shall notify the Surety Company thereof in writing.

4. In the event the Surety Company is required, for any reason whatsoever, to reserve from its assets an amount to cover any contingent claim or claims under any of said bond or bonds it may issue, the Indemnitors hereby covenant and agree immediately on demand to deposit with the Surety Company, in current funds, an amount sufficient to cover any such contingent claim or claims, to be held by the Surety Company as collateral security on the said instrument, in addition to the indemnity afforded by this agreement; and if the Surety Company is required to enforce performance of this covenant by action at law or in equity, the costs, charges and expenses, which it may incur, shall be included in such action and be paid by the Indemnitors.

The Indemnitors further authorize and empower any attorney in any State of the United States, at request of the Surety Company, to appear for the Indemnitors, and confess judgment against them, and each of them, for any sum or sums due under this agreement up to the full amount of bond or bonds executed by the Surety Company, upon the faith and security afforded by the Indemnitors under this agreement, without stay of execution, waiving inquisition and condemnation of any real estate, and the Indemnitors, and each of them, do hereby waive the benefit of any law or laws now in force or which may hereafter become in force, exempting property from levy and sale upon execution; this authority to continue until the Surety Company's liability under any such bond or bonds shall have wholly terminated. Whenever the laws of any State shall provide a method for confession of judgment to which the authority hereby given will not apply, the Indemnitors further agree to execute upon the Surety Company's demand such papers as will carry into effect the entry of judgment by confession against the Indemnitors for the sum or sums above mentioned.

5. If any bond or bonds be given in connection with a contract, the Surety Company is hereby authorized, but not required, to consent to any change in the contract or in the plans or specifications relating thereto; to make or guarantee advances or loans for the purposes of the contract without the necessity of seeing to the

(OVER)

application thereof, it being understood that the amount of all such advances or loans, unless repaid with legal interest by the Contractor to the Surety Company when due, shall be conclusively presumed to be a loss hereunder; in the event of the abandonment, forfeiture or breach of the contract, or the breach of any bond given in connection therewith, or the failure, neglect or refusal to pay for labor or materials used in the prosecution of the contract, to take possession of the work under the contract and, at the expense of the Indemnitors, to complete the contract, or cause, or consent, to the completion thereof. The Indemnitors hereby assign, transfer, and set over to the Surety Company (to be effective as of the date of any such bond, but only in the event of a default as aforesaid), all of their rights under the contract, including their right, title and interest in and to all subcontracts let in connection therewith; all machinery, plant, equipment, tools and materials which shall be upon the site of the work or elsewhere for the purposes of the contract, including all materials ordered for the contract, and any and all sums due under the contract at the time of such abandonment, forfeiture, breach, failure, neglect or refusal, or which may thereafter become due, and the Indemnitors hereby authorize the Surety Company to endorse in the name of the payee, and to collect any check, draft, warrant or other instrument made or issued in payment of any such sum, and to disburse the proceeds thereof.

6. That the Surety Company may, at any time hereafter, without releasing or discharging the Indemnitors from any claim, demand, damage, action, costs, liability or any other expense theretofore incurred or accrued, take such action as it might deem necessary or proper to obtain its release from any and all liability under the said bond or bonds, and the Indemnitors further agree that they shall further secure and indemnify the Surety Company against any and all charges, liabilities and expenses of whatever nature which the Surety Company may sustain or incur or be put to in obtaining such release.

7. The Surety Company may also alter, change, modify, amend, limit or extend the said bond or bonds, and any renewal or other obligation in place or in lieu thereof, and in any such case the Indemnitors shall be liable to the Surety Company as fully and to the same extent on account of any such altered, changed, modified, amended, limited or extended bond or bonds or renewal or substitution thereof, whenever and as often as made, as though such bond or bonds is or are described at length herein.

8. The Surety Company may also adjust, settle or compromise any claim or suit arising under said bond or bonds, and with respect to any such claim or suit, take whatever action it may deem appropriate; and its determination as to whether any such claim or suit shall be settled or defended shall be binding and conclusive upon the Indemnitors

9. That it shall not be necessary for the Surety Company to give to the Indemnitors or any of them notice, which is hereby expressly waived, of any act, fact or information coming to the notice or knowledge of the Surety Company concerning or affecting its rights or liabilities under any such bond or bonds by it so executed, or the rights and liabilities of the Indemnitors herein.

10. Any property of any kind which may have been, or may hereafter be pledged as collateral security on any one or more of such bonds may, at the option of the Surety Company, be retained as collateral security on any and all bonds coming within the scope of this agreement, whether theretofore or thereafter executed, and for the full and complete performance in all respects of the covenants of the Indemnitors. In case the Surety Company should deem it advisable for the purpose of meeting any actual or prospective claim or demand under any such bond or bonds or to pay any expenses incurred or to be incurred in connection therewith, or in case the Surety Company should be of the opinion that said property is likely to so decline in market value that the security to the Surety Company will be inadequate, the Surety Company shall have full power and authority, without notice to the Indemnitors or any of them, to sell, assign, and deliver said collateral, or any part thereof at public or private sale at the option of the Surety Company, its successors and assigns, with the right to be the purchaser itself at any such sale, and to use the proceeds, or any such part thereof as may be necessary, in order to protect itself and any other Surety or Sureties executing such bond or bonds against loss, costs, damages, attorneys' fees and expenses as aforesaid; and, after deducting all legal and other costs and expenses of such sale, and all such loss, costs, damages, attorneys' fees and expenses as aforesaid, and all premiums due the Surety Company or any such Surety or Sureties for any such bond or bonds, shall return the remainder of such collateral or the proceeds of sale, if any, to the person or persons legally authorized to receive the same; provided the Surety Company shall not be responsible for any loss resulting to said property from any cause other than the wrongful act or neglect of its officers and employes.

11. The Surety Company shall have the absolute right at its option to decline to execute any bond or bonds without impairing the validity of this agreement.

12. That this instrument shall protect, in the name of the Surety Company, any and all surety or reinsuring companies that may assume reinsurance or co-suretyship on any such bond or bonds, and in like manner, shall indemnify such other reinsurer or co-surety as the Surety Company has procured or may procure to execute or to join with it in executing any such bond or bonds, it being agreed that this instrument shall inure to the benefit of any such reinsurer or co-surety, so as to give it or them the right of action hereunder.

13. That the acceptance of security or consideration shall not be taken as a waiver of any right or remedy which the Surety Company might have by statute or otherwise.

14. In case the execution hereof by any of the parties herein mentioned may be defective or invalid for any reason, such failure, defect or invalidity shall not in any manner affect the validity of this obligation or the liability hereunder as to any or all of the parties executing this obligation; but each and every of the parties joining herein shall be and remain fully bound and liable hereunder to the same extent as if such failure, defect or invalidity had not existed. This agreement although executed subsequent to the issuance of any bond or bonds referred to herein is of the same force and effect as though executed prior to the issuance of such bond or bonds.

application thereof, it being understood that the amount of all such advances or loans, unless repaid with legal interest by the Contractor to the Surety Company when due, shall be conclusively presumed to be a loss hereunder; in the event of the abandonment, forfeiture or breach of the contract, or the breach of any bond given in connection therewith, or the failure, neglect or refusal to pay for labor or materials used in the prosecution of the contract, to take possession of the work under the contract and, at the expense of the Indemnitors, to complete the contract, or cause, or consent, to the completion thereof. The Indemnitors hereby assign, transfer, and set over to the Surety Company (to be effective as of the date of any such bond, but only in the event of a default as aforesaid), all of their rights under the contract, including their right, title and interest in and to all subcontracts let in connection therewith; all machinery, plant, equipment, tools and materials which shall be upon the site of the work or elsewhere for the purposes of the contract, including all materials ordered for the contract, and any and all sums due under the contract at the time of such abandonment, forfeiture, breach, failure, neglect or refusal, or which may thereafter become due, and the Indemnitors hereby authorize the Surety Company to endorse in the name of the payee, and to collect any check, draft, warrant or other instrument made or issued in payment of any such sum, and to disburse the proceeds thereof.

6. That the Surety Company may, at any time hereafter, without releasing or discharging the Indemnitors from any claim, demand, damage, action, costs, liability or any other expense theretofore incurred or accrued, take such action as it might deem necessary or proper to obtain its release from any and all liability under the said bond or bonds, and the Indemnitors further agree that they shall further secure and indemnify the Surety Company against any and all charges, liabilities and expenses of whatever nature which the Surety Company may sustain or incur or be put to in obtaining such release.

7. The Surety Company may also alter, change, modify, amend, limit or extend the said bond or bonds, and any renewal or other obligation in place or in lieu thereof, and in any such case the Indemnitors shall be liable to the Surety Company as fully and to the same extent on account of any such altered, changed, modified, amended, limited or extended bond or bonds or renewal or substitution thereof, whenever and as often as made, as though such bond or bonds is or are described at length herein.

8. The Surety Company may also adjust, settle or compromise any claim or suit arising under said bond or bonds, and with respect to any such claim or suit, take whatever action it may deem appropriate; and its determination as to whether any such claim or suit shall be settled or defended shall be binding and conclusive upon the Indemnitors.

9. That it shall not be necessary for the Surety Company to give to the Indemnitors or any of them notice, which is hereby expressly waived, of any act, fact or information coming to the notice or knowledge of the Surety Company concerning or affecting its rights or liabilities under any such bond or bonds by it so executed, or the rights and liabilities of the Indemnitors herein.

10. Any property of any kind which may have been, or may hereafter be pledged as collateral security on any one or more of such bonds may, at the option of the Surety Company, be retained as collateral security on any and all bonds coming within the scope of this agreement, whether theretofore or thereafter executed, and for the full and complete performance in all respects of the covenants of the Indemnitors. In case the Surety Company should deem it advisable for the purpose of meeting any actual or prospective claim or demand under any such bond or bonds or to pay any expenses incurred or to be incurred in connection therewith, or in case the Surety Company should be of the opinion that said property is likely to so decline in market value that the security to the Surety Company will be inadequate, the Surety Company shall have full power and authority, without notice to the Indemnitors or any of them, to sell, assign, and deliver said collateral, or any part thereof at public or private sale at the option of the Surety Company, its successors and assigns, with the right to be the purchaser itself at any such sale, and to use the proceeds, or any such part thereof as may be necessary, in order to protect itself and any other Surety or Sureties executing such bond or bonds against loss, costs, damages, attorneys' fees and expenses as aforesaid; and, after deducting all legal and other costs and expenses of such sale, and all such loss, costs, damages, attorneys' fees and expenses as aforesaid, and all premiums due the Surety Company or any such Surety or Sureties for any such bond or bonds, shall return the remainder of such collateral or the proceeds of sale, if any, to the person or persons legally authorized to receive the same; provided the Surety Company shall not be responsible for any loss resulting to said property from any cause other than the wrongful act or neglect of its officers and employes.

11. The Surety Company shall have the absolute right at its option to decline to execute any bond or bonds without impairing the validity of this agreement.

12. That this instrument shall protect, in the name of the Surety Company, any and all surety or reinsuring companies that may assume reinsurance or co-suretyship on any such bond or bonds, and in like manner, shall indemnify such other reinsurer or co-surety as the Surety Company has procured or may procure to execute or to join with it in executing any such bond or bonds, it being agreed that this instrument shall inure to the benefit of any such reinsurer or co-surety, so as to give it or them the right of action hereunder.

13. That the acceptance of security or consideration shall not be taken as a waiver of any right or remedy which the Surety Company might have by statute or otherwise.

14. In case the execution hereof by any of the parties herein mentioned may be defective or invalid for any reason, such failure, defect or invalidity shall not in any manner affect the validity of this obligation or the liability hereunder as to any or all of the parties executing this obligation; but each and every of the parties joining herein shall be and remain fully bound and liable hereunder to the same extent as if such failure, defect or invalidity had not existed. This agreement although executed subsequent to the issuance of any bond or bonds referred to herein is of the same force and effect as though executed prior to the issuance of such bond or bonds.

SCHEDULE

NAME	ADDRESS
UNITED BUILDERS, INC.	400 N. W. Beaverdam Road, Beaverton, Oregon

In Testimony Whereof, the Indemnitors have hereunder set their hands and affixed their seals this 18 day of May 1955

Signed, sealed and delivered
in the presence of

x Paul S Taggart (Seal)
Address V.P.

x James W. Taggart (Seal)
Address V.P.

STATE OF Oregon
COUNTY OF Multnomah } ss.:

On the 18 day of May, in the year fifty-five, before me personally came Paul S. Taggart, Vice President and James W. Taggart, Asst. Vice President to me known, and known to me to be the individual s described in and who executed the foregoing instrument, and duly acknowledged to me that they executed the same.

Helen M. Pray
(Helen M. Pray) Notary Public.
Multnomah County County.
My Commission Expires July 12, 1957

STATE OF
COUNTY OF } ss.:

On the day of , in the year , before me personally came to me known who, being by me duly sworn, did depose and say, that he resides in of the , that he is the the corporation described in, and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

(SEAL) Notary Public.
County.

STATE OF
COUNTY OF } ss.:

On the day of , in the year , before me personally came to me known and known to me to be a member of the firm of described in and who executed the foregoing instrument, and he thereupon acknowledged to me that he executed the same as and for the act and deed of the said firm.

Notary Public.
County.

RECEIVED
MAY 29 1956

FOR FILING

-155/01

4612

May 29, 1956

United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4690, which was awarded to you by the State Highway Commission on April 27, for widening Dairy Creek Bridge on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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FOR FILING
F-183/[illegible]

4690

April 30, 1956

United Builders Inc.
P. O. Box 211
Beaverton, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4690 for Dairy Creek Bridge Widening on the Tualatin Valley Highway in Washington County.

This award was based on your bid of $84,947 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

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MAY 2 - 1956
FOR FILING

Xier ✓

F-183(10)

4[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 27, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4690 for Oregon Project F-183(10), Cornelius-Hillsboro Section of the Tualatin Valley Highway, to United Builders, Inc., of Beaverton, Oregon, low bidder in the amount of $84,947.00 at the April 27, 1956 bid opening.

Very truly yours,

C G Polk

C. G. Polk
District Engineer

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Sal

36-1601 Division No. 2 Bridge Replacement Project on 4 Highways. 1956
4691

files

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OREGON STATE HIGHWAY DEPARTMENT
(date)
October 18, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4691	7 Final	Q. L. Rufener, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2428	H194690	$1,7[illegible].17	10-18-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chaybreske
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956
Time Extensions: Aug. 16, 1957
Completion Date: Aug. 16, 1957
Date Accepted: Sept. 12, 1957
Penalties: None of record
Claims: None of record
Remarks:

Date: Oct. 21, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 21 1957 GC

NOTED ON CARD
cw

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OCT 9 1957
FOR FILING

Oct. 8, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4691 for Division No. 2 Bridge Replacement Project on the Nehalem, Fishhawk Falls, Three Rivers, and Siletz Highways in Yamhill, Clatsop and Lincoln Counties, was completed by the contractor, Q. L. Rufener, Inc., on Aug. 16, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of $1,748.17, will be released to the contractor on or after October 18, 1957. The total contract amount is $60,147.78, of which amount $682.45 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
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FOR FILING

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467,

Oct. 2, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Q. L. Rufener, Inc., in connection with Contract No. 4691, for Division No. 2 Bridge Replacement Project on the Nehalem, Fishhawk Falls, Three Rivers and Siletz Highways in Yamhill, Clatsop and Lincoln Counties. This payment, in the amount of $11,017.32, will be released to the contractor on or after October 12, 1957. The retained percentage is $1,806.17.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
em

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SEP 16 1957
FOR FILING

36-1601

469/

Sept. 16, 1957

Q. L. Rufener, Inc.
4729 S. E. Ash St.
Portland 15, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Sept. 12, 1957 had under discussion your request for an extension of time from Sept. 30, 1956 to Aug. 31, 1957 within which to complete your contract No. 1691 for the Division No. 2 Bridge Replacement Project on the Nehalem, Fishhawk Falls, Three Rivers, and Siletz Highways in Yamhill, Clatsop and Lincoln Counties.

The Commission granted an extension of time to Aug. 16, the date of completion of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

osm

cc: Tom Edwards
J. D. Walker
Ross M. Harris

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AUG 26 1957
FOR FILING

36-1601

4691

August 23, 1957

Request for extension of time
No. 2
September 12 and 13 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from . L. Hufener, Inc. for an extension of time on the Division II Bridge Replacement Contract No. 4691, from September 30, 1956 to August 31, 1957.

This project consisted of replacing some antiquated bridges with large culvert pipe. Wet weather and the slowness of delivery of the necessary pipe tended to delay the project. This project was handled in such a manner that there was no inconvenience to the traveling public, and we have suffered no additional cost because of the overrun. I recommend that the extension be granted without penalty, to and including August 16, the actual completion date.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

A

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

36-1601

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 16, 1957

Section Div. 2 Bridge Replacement Project

Kind of work Culvert & Grading

Highway Four State Hwy. County Three Countys

Section prefix 36-1601

Contractor Q.L. Rufener Inc.

Contract number 4691

Date of contract 4-27, 1956

Date of completion 9-30-56

Specified work days

Date work started 8-4, 1956

Estimated date of completion 9-1-57

Work days used

Project authorization $70,335.00

Exclusive of engineering $65,333.40

Per cent of time elapsed 304%

Estimated cost of completed project, exclusive of engineering $65,333.40

Estimated per cent overrun or underrun -0-%

Per cent of contract completed, based on total contract price 98%

Engineering authorization $5,001.60

Engineering cost to date $7,500.00, 150%

Date project was completed Aug. 16, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the installation of the pipe at Mile Post 10:58 as of Thursday afternoon and should bring fill to sub-grade the first part of next week.

The above mentioned pipe when completed will bring to completion all of this contract.

Progress this week has been very good.

NOTED

CONSTRUCTION DIVISION
RECEIVED

Noted
M. N. Juve

Signed Ron M. Harris

Address P. O. BOx 411 McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 126

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.13	.13			
Miles partially completed	.02	.02			
Miles completed	.09	.09			
Total estimated quantities (contract)	18,800	1,870			
Total quantities corrected to date	18,800	1,870			
Estimated quantities moved or placed to date	17,000	1,600			
Average daily quantities	500	30			
Average daily quantities necessary to complete project on time	150	27			
Number shifts per day		1			
Hours per shift		10			
Average force on project for week		6			

Men	5
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 2, Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

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AUG 19 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

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JUL 2 1957
FOR FILING

FORM B-20X 37½ 3-54 23730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 26, 1957

SUBJECT:

To:

E. A. Pease

We are holding in our safe a warrant pending a time extinsion from your office.

Q. L. Rufener, Inc. - Contract 4691 Est. 4 - $1,353.98.

Ledgers Supervisor

cc: Forrest Cooper

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FORREST COOPER

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OFFICE OF
[illegible] ENGINEER

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FORM [illegible]

36-1601

4611

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1956

SUBJECT: Division 2 Bridge Replacement
Four State Highways
Contract No. 4691

W. C. WILLIAMS

To: Mr. C. W. Enfield
Chief Counsel

Office

Attention: Mr. J. W. DeSouza

At Wade Creek, Station 95+25, on the Siletz Highway, there is located a power pole which must be relocated to accommodate our reconstruction at this point. This pole was on private property by easement prior to right of way acquisition for a channel change. It is therefore the State's obligation to pay for moving the pole.

It is requested that a letter be addressed to the Consumers Power, Inc., 2100 North 9th Street, Corvallis, owners of the pole, requesting that same be moved and acknowledging that we will pay the cost of the moving. The estimate of cost furnished by the power company is $244.00. Copy of letter of estimate is attached.

I am also processing through regular channels a State Force Order covering the relocation of this power pole.

L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:ep

Attach.

cc - Mr. W. C. Williams ✓

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[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 530—50M—11-55—90224

36-1601

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1956

SUBJECT: Order for State Force Work
Division 2 Bridge Replacement
Four State Highways
Lincoln County

To:

Mr. Forrest Cooper
Construction Engineer
Office

Herewith Order for State Force Work under Contract No. 4691 for relocating a power pole at Wade Creek under the subject project.

This pole was on private property by easement prior to right of way acquisition for a channel change.

The utility company's estimate is attached.

J. D. Walker
Division Engineer

By Maurice N. Juve
Maurice N. Juve
Assistant Division Engineer

MNJ:AM

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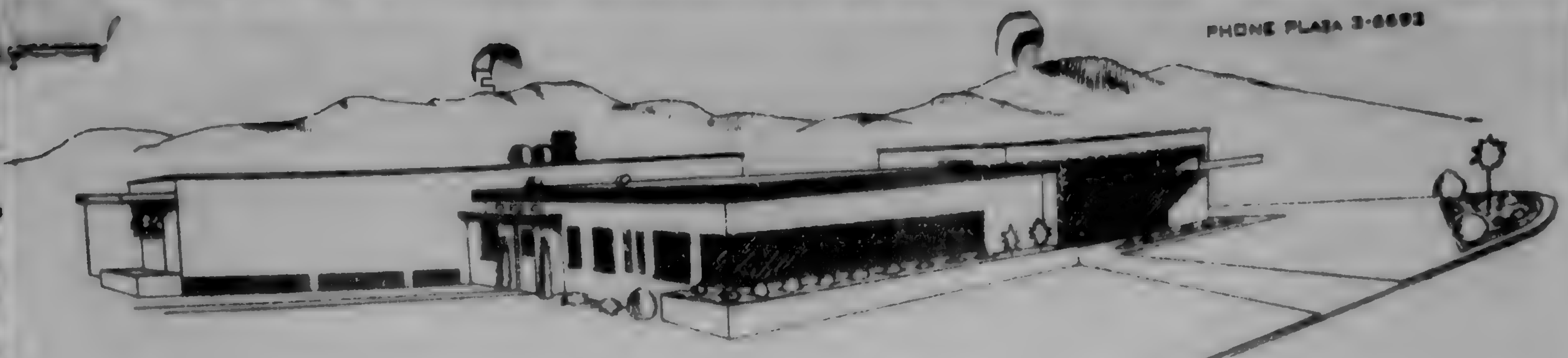

PHONE PLAZA 3-6693

CONSUMERS POWER, INC.
2100 NORTH 9TH STREET, CORVALLIS, OREGON

MAILING ADDRESS
POST OFFICE BOX 871
CORVALLIS, OREGON

July 17, 1956

In reply refer to E-3

Oregon State Highway Commission
State Highway Department
Salem, Oregon

Attention: Ross M. Harris
Resident Engineer

Gentlemen:

We have investigated your request for relocating our pole number E815 located north of Siletz at your Wade Creek project. Our estimated is based upon removing said pole and relocating it thirty feet east of its present location.

Based on our standard costs, we estimate that this job will cost $244.00. If this is satisfactory, please notify us so that we may schedule this job in conjunction with the pole relocation south of Siletz which the Newport Department has requested.

If you desire any further information or want more assistance in this matter, please contact this office.

Very truly yours,

CONSUMERS POWER, INC.

B. R. Little

B. R. Little, Manager

FORM E-120 50M REVIS

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JUN 12 1956
FOR FILING

36-1101

4-11

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 11, 1956

NOTED
W. C. WILLIAMS

West Oregon Electric Cooperative, Inc.
Vernonia, Oregon

Re: Moving West Oregon Electric Cooperative, Inc. Power Line Facilities-Furtado Creek Bridge Replacement on the Fishhawk Falls Secondary Highway

Gentlemen:

We are advised that anchor Pole No. E67 at the Furtado Creek Bridge on the Fishhawk Falls Secondary Highway is required to be removed by reason of the Furtado Creek Bridge replacement project, and that you have given an estimate of $36.25 for the cost of the moving work.

It is requested that you do the necessary moving work as soon as practicable and the State Highway Commission will reimburse you for the necessary costs. This reimbursement, however, shall not be deemed to include any improvements in your facilities not made necessary by the moving work.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. Edward Hall
Resident Engineer
Box 543
Astoria, Oregon

RECEIVED
11 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 12 1956
FOR FILING

36-1101

7011

FORM E-123 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
W. C. WILLIAMS

June 11, 1956

West Oregon Electric Cooperative, Inc.
Vernonia, Oregon

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Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. Edward Hall
Resident Engineer
Box 543
Astoria, Oregon

RECEIVED
11 1956
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED
TO Porter
FOR Handling
C W ENFIELD

FORM 230—30M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1956

SUBJECT: Division No. 2 Bridge Replacement Project
Four State Highways
Contract No. 4691

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

NOTED
W. C. WILLIAMS

I am forwarding through regular channels an Order for State Force Work covering the adjustment of a down guy and anchor pole which are right of Station 15+50 at the Furtado Creek bridge replacement on the Fishhawk Falls Secondary. This anchor pole and down guy are located on private property and are covered by an easement from the property owner. The poles are owned and operated by the West Oregon Electric Cooperative, Inc., Mr. Guy I. Thomas, Manager, Vernonia, Oregon.

It is recommended that this company be requested to move the foregoing facility and be advised that the State will reimburse them for doing this work.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

RECEIVED
MAY 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

C
O
P
Y

FORM E-30X—50M—11-55—30225

36-1601

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1956

SUBJECT: Order for State Force Work
Adjusting Utilities
Bridge Replacement Project

To: Mr. Forrest Cooper
Construction Engineer
Office

Herewith Order for State Force Work under Contract No. 4691 for moving power line guy on the Furtado Creek bridge replacement, where said guy was on private property by easement but which now falls within the construction area.

Attached is an estimate of moving costs submitted by the West Oregon Electric Cooperative. Payment to be made from contingencies, as no authorization was made for adjusting utilities.

J. D. Walker
Division Engineer

By /s/ Maurice N. Juve

Maurice N. Juve
Assistant Division Engineer

MNJ:AM

WEST OREGON ELECTRIC COOPERATIVE, INC.

Vernonia, Oregon

May 3, 1956

COPY

Mr. Edward Hall
Oregon State Highway Department
Box 543
Astoria, Oregon

Dear Mr. Hall:

The cost estimate on moving anchor on Pole #E67 is as follows:

Down Guy	$18.34
Anchor	17.91
Total	$36.25

Trusting this is satisfactory, we are

Yours very truly,

WEST OREGON ELECTRIC COOPERATIVE, INC.

Guy I. Thomas, Manager

/s/ Charley L. Heihme, Supt.

CLH/gf

ECEIVED
MAY 23 1956
FOR FILING

36-1691

4-11

May 22, 1956

Q. L. Rufener, Inc.
4729 S. E. Ash Street
Portland 15, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4691, which was awarded to you by the State Highway Commission on April 27, covering Division No.2 Bridge Replacement Project on four State Highways in Yamhill, Clatsop and Lincoln Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 30 1956
FOR FILING

36-1601

4691

April 30, 1956

O. L. Rufener, Inc.
4729 S. E. Ash Street
Portland 15, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 awarded to you State Highway Contract No. 4691 for Division No. 2 Bridge Replacement Project on four highways near Astoria, Tillamook and Siletz in Yamhill and two other Counties.

This award was based on your bid of $58,320 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

4-6606 Astoria-Megler Crossing 1956
Also Insurance Policy
4692

PRODUCT OF
EST. 1868
Amfile®
KANKAKEE, ILL.
AMERICAN FILE & INDEX CO.
No. RK761TN34

S-134 (3) Klaskanine River Bridge 1956

4693

Form A-180—[illegible]

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

INVOICE
Oregon State Highway Department
SALEM, OREGON

Invoice No. **51452**

Clatsop County
Astoria, Oregon

Attn: County Court

RECEIVED JUL [illegible] 1957

Date July 12, 1957
Your Req. No.
Billing Request No. CC 341
Credit distribution: [illegible]

Final billing, Klaskanine River Bridge, Sec 571, covered by agreement dated April, 1956.

Original advance deposit	7,500.00	
Less amount previously transferred	6,000.00	
Balance in advance deposit		1,500.00
County share total cost as per attached statement	9,1[illegible]7.6[illegible]	
Less amount previously transferred	6,[illegible]	
Balance		3,1[illegible]
Amount due		1,[illegible]

NOTED
[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $..................

By..................

State Printing 96055

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
C. G. SWENSON

NOTED
V. R. JONES

July 12, 1957

NOTED
Harold C. Ayers

Clatsop County Court
P. O. Box 179
Astoria, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs for the Klaskanine River Bridge on FAS 571 have now been determined and are shown in the attached itemized statement. In accordance with the agreement between county and state the county's share of these costs is $9,187.68. As the county initially deposited $7,500 towards this project a balance of $1,687.68 is due the state. A billing form for this amount will be forwarded from our accounting division within the next few days. Please make payment upon receipt of this form.

If you have any questions on this matter please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
C. G. SWENSON

Completed 11/15/56

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Clatsop

Contract No. 4693

Date 7/11/57

FAS 571

Section Klaskanine River Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Remove old bridge	All	$3,800.00	All	$ 3,800.00
2. Furnish treated timber piling	l.f.	1.51	2,370	3,578.70
3. Drive timber piles	Each	50.00	48	2,400.00
4. Class A concrete	c.y.	58.00	215.99	12,527.42
5. Metal reinforcement	lb.	0.1287	60,290	7,759.32
6. Treated timber in place	MFBM	340.00	10.325	3,510.50
PA#1 Untreated piling	l.f.	0.62	1,035	641.70
Splice piles	Each	80.00	30	2,400.00
PA#2 Change to boat spikes	All	191.82	All	191.82
PA#3 Cement adjustment	bbl.	5.30	7.535	39.94

Subtotal.	$36,849.40
Construction Engineering.	2,738.28
TOTAL CONSTRUCTION COSTS.	$39,587.68
FEDERAL FUNDS RECEIVED FOR PROJECT. . .	$22,800.00

AGREED COUNTY SHARE OF TOTAL COSTS

100% of all over $38,000 $39,587.68 - $38,000	$ 1,587.68
50% of difference between $38,000 and federal funds ($38,000 - $22,800) X 1/2	7,600.00
Total County Share..............................	$9,187.68
Less County Advance Deposit..............	7,500.00
BALANCE DUE STATE..............................	$1,687.68

JFH:mm

RECEIVED
APR 29 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 25, 1957

I-134 (3)		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4693	7-Final	Roger E. Holmes

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8816	H-179171	$ 1,045.48	4/25/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: Nov. 15, 1956

Completion Date: Nov. 15, 1956

Date Accepted: Feb. 28, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 26, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
Jm

Warrant Mailed: 4-26-57
Ruth Rawlings

RECEIVED
APR 17 1957
FOR FILING

2-134 C

4693

April 16, 1957

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4693 for work performed on the Klaskanine River Bridge Section of the Youngs River Loop Road Highway in Clatsop County was completed by the contractor, Roger E. Holmes, on Nov. 15, 1956 and was formally accepted by the Highway Commission on Feb. 28, 1957.

Final payment in the amount of $1,045.48 will be released to the contractor on or after Apr. 26, 1957. The total contract amount is $36,849.40, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ccm

NOTED ON CARD

NOTED
V. R. JONES

March 11, 1957

[illegible]
Harold C. Ayers

Clatsop County Court
Courthouse
Astoria, Oregon

NO[illegible]
J. [illegible]N

Gentlemen:

This is to advise you that work on Contract No. 4693, Klaskanine River Bridge, FAS 571, in Clatsop County was completed on November 15, 1956.

Under the terms of the maintenance agreement signed by the County Court on April 11, 1956, and by the Highway Commission on April 27, 1956, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

JDG:mm

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

March 11, 1957

[illegible]
Harold C. Ayers

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
J. F. H[illegible]ANN

Gentlemen:

This is to advise you that work on Contract No. 4693, Klaskanine River Bridge, FAS 571, in Clatsop County was completed on November 15, 1956.

Under the terms of the maintenance agreement signed by the County Court on April 11, 1956, and by the Highway Commission on April 27, 1956, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

JDG:mm

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
JAN 30 1957
FOR FILING
S-134 (3)
4613

January 29, 1957

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Roger E. Holmes in connection with contract No. 4693, for constructing the Klaskanine River Bridge on the Youngs River Loop Road in Clatsop County. This payment in the amount of $2,442.61 will be released to the contractor on or after February 8, 1957. The retained percentage is $1,107.34.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gf

RECEIVED
NOV 29 1956
FOR FILING

S-134(3)

4[illegible]3

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 28, 1956

Mr. Roger E. Holmes
Route 10, Box 493
Olympia, Washington

Dear Sir:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from September 30, 1956 to November 15, 1956 within which to complete your contract No. 4693, for construction of the Klaskanine River Bridge on the Youngs River Loop Road in Clatsop County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
OCT 30 1956
FOR FILING

5-134 (3)

4613

October 24, 1956

Request for Extension of Time
No. 21
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen

Re: Klaskanine River Bridge
in Clatsop County
Contract No. 4613

Roger G. Holmes, contractor on the Klaskanine River Bridge on the Youngs River Loop Secondary Highway in Clatsop County, has requested an extension of time from September 30, 1956, to November 1, 1956, in which to complete the project.

The contractor was delayed approximately five weeks due to the high water in the Columbia River flooding out the Pope and Talbot creosoting plant. This plant was supplying the treated lumber required for the job. Traffic was routed over this structure prior to the specified completion date.

It is recommended that this extension be granted without penalty. This is a Federal-aid secondary highway project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS/cm
Attached

[illegible] 2114

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore[illegible]on
County Clatsop
Project No. S-134(3)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 1st day of August 1956 by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 22nd day of March, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.034 miles of bridge construction
(Character of work)

between Miles Crossing and Olney on FAS Route No. 571
(Control points)
consisting of 0.000 miles of roadway and one (Number) bridge totaling 0.034 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-two thousand, eight hundred and 00/100 dollars ($22,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty-six thousand, eight hundred twenty-six and 46/100 dollars ($36,826.46).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

S-134(3)
1693

Oregon State Highway Department

Federal Aid Secondary
Project No. S-134(3)

KLASKANINE RIVER BRIDGE ON THE YOUNGS RIVER LOOP ROAD

IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1956

Type Code X021
Klaskanine River Bridge (Sta. -0+05 to Sta. 1+77)(Contract No. 1693)

All	Required	Remove Old Bridge	$	$ 3,800.00
1,920	lin. ft.	Furnish Treated Timber Piling	1.51	2,899.20
48	only	Drive Timber Piles	50.00	2,400.00
230	cu. yds.	Class "A" Concrete	58.00	13,340.00
62,000	lbs.	Metal Reinforcement	0.1287	7,979.40
9	M-FBM	Treated Timber in Place	340.00	3,060.00
		Subtotal		$33,478.60
		10% Engr. & Cont.		3,347.86
		Total		$36,826.46

Length of Structure 0.034 Mile

Federal Funds..	$22,800.00
State Funds..	7,013.23
County Funds..	7,013.23
	$36,826.46

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited with the Highway Department by Clatsop County.

RECEIVED
MAY 29 1956
FOR FILING

[illegible]

4693

May 29, 1956

Mr. Roger E. Holmes
Route 10, Box 493
Olympia, Washington

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4693, which was awarded to you by the State Highway Commission on May 2, for constructing the Klaskanine River Bridge on the Youngs River Loop Road in Clatsop County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-1[illegible]

NOT
Harold C. Ay[illegible]

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
J. W. CATTRALL

Invoice No. 45077

Date May 14, 1956

Your Req. No.

Billing Request No. cc-233

Credit distribution: 504-1073-297

Clatsop County
Astoria, Oregon

NOTED

Attn: County Court

Advance Deposit	7,500.00
Klaskanine River Bridge, FAS 571, Clatsop County. Covered by agreement dated April, 1956. Partial transfer county's share total cost.	6,000.00
To be retained	$1,500.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $..................

By ....

State Printing [illegible]

cc: Mr. P. M. Stephenson
Mr. S. H. Probert

Clatsop County

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Salem, Oregon
May 2, 1956

Advance Deposit,
Klaskanine River Bridge
FAS 571, Clatsop County

Mr. G. S. Paxson
OFFICE

We have received this date Clatsop County's advance deposit for construction of the Klaskanine River Bridge on FAS 571.

This project is now clear for award of contract.

John W. Cattrall
Engineer, County & City Relations

JWC:mm

cc: Mr. P. M. Stephenson
Mr. S. H. Probert

GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
DONALD G. MALARKEY, COMMISSIONER
MARY HAY, CLERK
PAUL KEARNEY, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

Clatsop County

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND O. LUCE, CORONER
EMIL BERG, ASSESSOR

ASTORIA, OREGON,

May 1, 1956.

John W. Cattrall,
Engineer, County and City Relations,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

As per your request of April 30th, we are enclosing Warrant #90304 in the amount of $7,500.00 which is advance deposit for the construction of the Klaskanine River Bridge on FAS 571.

Yours very truly,

MARY HAY, COUNTY CLERK

By Catherine Fleming
Bookkeeper.

cf

RECEIVED
MAY 2 1956
[illegible]

NOTED
W. R. JONES

NOTED
Harold C. Ayers

April 30, 1956

Clatsop County Court
P. O. Box 179
Astoria, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On April 27th the Highway Commission received a satisfactory bid from Roger E. Holmes of Olympia for the construction of the Klaskanine River Bridge on FAS 571. As per the agreement between State and County, an advance deposit based on the low bid is required from the County prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$33,478.60
12-1/2% Engineering & Contingencies	4,184.83
Estimated Total Cost........	$37,663.43

Advance Deposit: 20% of $37,663.43= $ 7,500.00

Please make this deposit by means of a check or warrant in the amount of $7,500 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
MAY 8 - 1956
FOR FILING

May 3, 1956

County Court of Clatsop County
Court House
Astoria, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Clatsop County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Clatsop County covering the Klaskanine River Bridge project on FAS 571.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
MAY 8 - 1956
FOR FILING
S-134(3)
4493

Salem, Oregon
May 3, 1956

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Clatsop County covering the Klaskanine River Bridge project on FAS 571.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Clatsop County.

Secretary

rn
Attach: 5

FORM 230—30M—11-53—30224

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1956

SUBJECT: Klaskanine River Bridge
FAS 571, Clatsop County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Klaskanine River Bridge project on FAS 571 in Clatsop County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-26-56 Minute Page 34
Secretary

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Apr. 23 1956

RECEIVED
APR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1956
FOR FILING

Files

NOTED
J. Mc C.

5-134 (3)
4693

May 2, 1956

Mr. Roger E. Holmes
Route 10, Box 493
Olympia, Washington

Dear Sir:

The State Highway Commission on April 27, 1956 accepted your proposal for construction of the Klaskanine River Bridge on the Youngs River Loop Road, eight miles southeast of Astoria in Clatsop County for the sum of $33,378.60 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4693.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage, SIAC
Forrest Cooper
S. H. Probert
P. M. Stephenson

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 2, 1956
3:15 p.m.

Mr. Roger E. Holmes
Route 10, Box 493
Olympia, Washington

Contract for Klaskanine River Bridge, Clatsop County for which you submitted low bid on April 27, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files ✓
C. W. Head

John W. Cattrall
John W. Cattrall
Engineer, County & City Relations

JWC:mm

cc: Mr. P. M. Stephenson
Mr. S. H. Probert

RECEIVED
MAY 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
C. S. PAXSON

RECEIVED
MAY 7 - 1956
FOR FILING
FORM 230—20M—2-55—82966

S-134 (2)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1956

SUBJECT: Advance Deposit,
Klaskanine River Bridge
FAS 571, Clatsop County

To: Mr. G. S. Paxson
OFFICE

We have received this date Clatsop County's advance deposit for construction of the Klaskanine River Bridge on FAS 571.

This project is now clear for award of contract.

John W. Cattrall

John W. Cattrall
Engineer, County & City Relations

JWC:mm

cc: Mr. P. M. Stephenson
Mr. S. H. Probert

RECEIVED
MAY 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Oregon Project S-134(3)
FAS 571

RESOLUTION

4-11-56

WHEREAS, a county road in Clatsop County, State of Oregon, known as the Younge River Loop County Road, is routed through the County of Clatsop, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clatsop County, the section adopted for improvement being more particularly described as follows; to wit:

> A bridge over the Klaskanine River located approximately 0.6 mile south of the junction of FAS 571 with FAS 601.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clatsop will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clatsop County, Oregon, that no encroachments will be permitted on the county road known as the Younge River Loop County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clatsop County, Oregon, this 11th day of April, 1956.

BY:

County Judge Guy Boyington

County Commissioner

County Commissioner

ATTEST:

Mary Hay
County Clerk

cc-12(1955)

NOTED
J. R. JONES

NOT
Harold

NOTED
J. W. CATTRALL

April 6, 1956

Clatsop County Court
P. O. Box 179
Astoria, Oregon

NOT
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Klaskanine River Bridge on FAS 571 upon which bids will be received April 27th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost, including engineering and contingencies, for this project is $38,300; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidental.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than September 30, 1956, and open to traffic not later than August 31, 1956.

If satisfactory, please sign, have the county clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than April 20th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Memo to J. W. Nash
2/2/56

NOTED
Harold C. Ay

Klaskanine River Bridge
FAS Route 571

This bridge is located approximately 0.6 mile south of the junction of FAS 571 with FAS 601 near Olney. The existing bridge is an untreated timber structure 173' in length with a 19' roadway. This bridge was built in 1935 and is inadequate due to deterioration.

The proposed project is to construct a reinforced concrete bridge on treated timber piling on the same location as the existing bridge. The new structure is to be 175' in length with a horizontal clearance of 24'. Road approaches will be constructed by Clatsop County to an oil mat or asphaltic concrete wearing surface without federal cooperation.

This route skirts the south bank of the Youngs River and serves a highly developed residential, small farm, and dairy farm area.

The westerly 3.7 miles of this route was improved in 1953 and 1955 under Oregon Projects S-134(1) and S-134(2) to an 18' wide asphaltic concrete wearing surface with 2' shoulders. The balance of the route has a 15' wide Portland Cement Concrete wearing surface with 3' to 5' shoulders. The county plans to eventually widen and resurface this 15' P.C. Concrete pavement as money becomes available and as priority for improvement develops due to increased usage.

Clatsop County
Bridge Length - 175'

Funds:		
	Federal	$24,000
	State	8,000
	County	8,000
	Total..	$40,000

NOTE: This is the third project on this route. The other two were S-134(1) and S-134(2).

NO
J. F. H

JFH:mm

NOTED
Harold C. Ay

NOTED
J. W. CATTRALL

January 30, 1956

Clatsop County Court
Box 179
Astoria, Oregon

FAS 571

NOTED
J. F. HAGEMANN

Gentlemen:

On January 26th the Highway Commission approved the FAS project as described in the attached tabulation. Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting. Both of these requirements will be handled by the Highway Department.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

CLATSOP COUNTY
PROPOSED PROJECT

FAS 571 - Klaskanine River Bridge. $37,000. This bridge is located approximately 0.6 mile south of the junction of FAS 571 with the Nehalem Highway (FAS 601). The Highway Department Bridge Inventory No. is 11161.

The proposed project is to construct a new bridge having a 24' roadway on the same location as the existing structure. The FAS project will be for the structure only, including removal of the existing bridge, with Clatsop County performing any required road work. The road may be closed during construction providing the closure is confined to the period during which schools are closed for summer vacation. If at all possible bids should be accepted for this structure at the April letting.

The $37,000 programmed represents the presently estimated balance of fiscal year 1957 funds available to Clatsop County. This may be adjusted as final costs for projects under contract become available.

1/13/56
(56-a)

CLATSOP COUNTY
PROPOSED PROJECT

FAS 571 - Klaskanine River Bridge. $37,000. This bridge is located approximately 0.6 mile south of the junction of FAS 571 with the Nehalem Highway (FAS 601). The Highway Department Bridge Inventory No. is 11161.

The proposed project is to construct a new bridge having a 24' roadway on the same location as the existing structure. The FAS project will be for the structure only, including removal of the existing bridge, with Clatsop County performing any required road work. The road may be closed during construction providing the closure is confined to the period during which schools are closed for summer vacation. If at all possible bids should be accepted for this structure at the April letting.

The $37,000 programmed represents the presently estimated balance of fiscal year 1957 funds available to Clatsop County. This may be adjusted as final costs for projects under contract become available.

1/13/56
(56-a)

GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
DONALD G. MALARKEY, COMMISSIONER
MARY HAY, CLERK
PAUL KEARNEY, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

Clatsop County

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND D. LUCE, CORONER
EMIL BERG, ASSESSOR

ASTORIA, OREGON.

NOTED
J. W. CATTRALL

Cattrall

NOTED
V. R. JONES

January 16, 1956

NOTED
Harold C. A

Oregon State Highway Commission
Salem, Oregon

Re: Olney Bridge, FAS 571

Gentlemen:

Please be advised that the above-mentioned project is requested by Clatsop County.

It is our understanding that the estimate of the project is $37,000.00, and calls for treated piling, concrete pre-cast beams, and poured decking, including sheeting of piling, 24-foot roadway with safety curbs and removing old bridge.

However, may we say that our engineer, Mr. Robert Sheffler, believes that the new bridge should be built at a level about 2 feet higher than the present bridge, which we respectfully call to your attention.

Thanking you, we remain

Yours truly,

CLATSOP COUNTY COURT

By Guy Boyington
County Judge

GB/j

NOTED
J F HAGEMANN

RECEIVED
JAN 17 1956
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JAN 17 1956
STATE HIGHWAY COMMISSION

S-310 (1) Rock Creek Bridge and Beaverton Creek Bridges 1956

4694

RECEIVE
FEB 1 1957

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 11, 1957

(CONTRACT NO.) #694	(EST. NO.)	(CONTRACTOR)	
4694	5-Final	Johnston & Bryant	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2754	H-173100	$ 6,316.67	2/11/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1956

Time Extensions: to Jan. 30, 1957

Completion Date: Dec. 29, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-11-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 11 1957

Ruth Rawlings

[illegible] ON CARD

RECEIVED
JAN 29 1957
FOR FILING
F 310(1)
4694

January 29, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4694 for work performed on the Rock Creek and Beaverton Creek Bridges on the Base Line Road in Washington County was completed by the contractor, Johnston & Bryant, on December 29, 1956 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $6,316.67 will be released to the contractor on or after February 8, 1957. The total contract amount is $58,433.25 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

A

FORM E-120 50M REVISED 3-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
DEC 28 1956
FOR FILING

2-310(1)

4694

December 28, 1956

Johnston & Bryant
803 East 6th St.
Newberg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from December 31, 1956 to January 30, 1957 within which to complete your contract No. 4694, for constructing the Rock Creek and Beaverton Creek Bridges on the Base Line Road in Washington County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Robert F. Dow,
Resident Engineer

P. M. Stephenson
Bridge Engineer

A

RECEIVED
DEC 11 1956
FOR FILING

S-312(1)

4694

December 10, 1956

Request for Extension of Time
No. 26
December 17 and 18 Meeting

Oregon State Highway Commission

Gentlemen:

Re: Rock Creek and Beaverton Creek Bridges
In Washington County
Contract No. 4694

Johnston and Bryant, contractors on the Rock Creek and Beaverton Creek Bridges in Washington County, have requested an extension of time from December 31, 1956, to January 30, 1957, in which to complete the project. The contractors were delayed in starting this project by an unexpected delay in the arrival of treated piling. At the present time, traffic is using two of the bridges and traffic will be using the third bridge before the expiration of the specified completion date.

As there will be no inconvenience to the traveling public by this delay, it is recommended that this extension of time be granted without penalty. This is a secondary highway project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PMB/mm
Attached

[illegible]8-2113

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Washington
Project No. S-310(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 1st day of August, 1956, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 6th day of January, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.066 miles of bridge construction
(Character of work)

between Hillsboro and Aloha on FAS Route No. 676
(Control points)

consisting of 0.000 miles of roadway and three (Number) bridges totaling 0.066 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of forty-one thousand, one hundred and 00/100 dollars (41,100.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is sixty-six thousand, four hundred seventy-five and 42/100 dollars (66,475.42).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-310(1)

S-310(1)
4694

ROCK CREEK AND BEAVERTON CREEK BRIDGES

ON THE BASE LINE ROAD IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1956

Type Code X021
Beaverton Creek Bridge #13045-A (Sta. 4+05.31 to Sta. 5+30)(Contract No. 4694)

All Required	Remove Old Bridge	$	$ 200.00
1,800 lin. ft.	Furnish Treated Timber Piling	1.48	2,664.00
36 only	Drive Timber Piles	40.00	1,440.00
170 cu. yds.	Class "A" Concrete	62.00	10,540.00
44,000 lbs.	Metal Reinforcement	0.125	5,500.00
3.7 M-FBM	Treated Lumber in Place	300.00	1,110.00
50 lin. ft.	8-inch Metal Drain Pipe	3.50	175.00
			$21,629.00

Type Code X021
Beaverton Creek Bridge #13097-A (Sta. 22+10 to Sta. 23+60)(Contract No. 4694)

All Required	Remove Old Bridge	$	$ 200.00
2,100 lin. ft.	Furnish Treated Timber Piling	1.48	3,108.00
42 only	Drive Timber Piles	40.00	1,680.00
200 cu. yds.	Class "A" Concrete	62.00	12,400.00
53,000 lbs.	Metal Reinforcement	0.125	6,625.00
4.2 M-FBM	Treated Timber in Place	300.00	1,260.00
			$25,273.00

Type Code X021
Rock Creek Bridge #13098-A (Sta. 14+55 to Sta. 15+30)(Contract No. 4694)

All Required	Remove Old Bridge	$	$ 100.00
1,080 lin. ft.	Furnish Treated Timber Piling	1.44	1,555.20
24 only	Drive Timber Piles	40.00	960.00
110 cu. yds.	Class "A" Concrete	62.00	6,820.00
27,000 lbs.	Metal Reinforcement	0.125	3,375.00
1.7 M-FBM	Treated Timber in Place	300.00	510.00
60 lin. ft.	8-inch Metal Drain Pipe	3.50	210.00
			$13,530.20

Subtotal	$60,432.20
10% Engr. & Cont.	6,043.22
Total	$66,475.42

Length of 3 Structures 0.066 Mile

Federal Funds..	$41,100.00
State Funds..	12,687.71
County Funds...	12,687.71
	$66,475.42

S-310(1)
4694

Oregon State Highway Department

Federal Aid Secondary
Project No. S-310(1)

ROCK CREEK AND BEAVERTON CREEK BRIDGES

ON THE BASE LINE ROAD IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1956

Type Code X021
Beaverton Creek Bridge #13045-A (Sta. 4+05.31 to Sta. 5+30)(Contract No. 4694)

All Required	Remove Old Bridge	$	$ 200.00
1,800 lin. ft.	Furnish Treated Timber Piling	1.48	2,664.00
36 only	Drive Timber Piles	40.00	1,440.00
170 cu. yds.	Class "A" Concrete	62.00	10,540.00
44,000 lbs.	Metal Reinforcement	0.125	5,500.00
3.7 M-FBM	Treated Lumber in Place	300.00	1,110.00
50 lin. ft.	8-inch Metal Drain Pipe	3.50	175.00
			$21,629.00

Type Code X021
Beaverton Creek Bridge #13097-A (Sta. 22+10 to Sta. 23+60)(Contract No. 4694)

All Required	Remove Old Bridge	$	$ 200.00
2,100 lin. ft.	Furnish Treated Timber Piling	1.48	3,108.00
42 only	Drive Timber Piles	40.00	1,680.00
200 cu. yds.	Class "A" Concrete	62.00	12,400.00
53,000 lbs.	Metal Reinforcement	0.125	6,625.00
4.2 M-FBM	Treated Timber in Place	300.00	1,260.00
			$25,273.00

Type Code X021
Rock Creek Bridge #13098-A (Sta. 14+55 to Sta. 15+30)(Contract No. 4694)

All Required	Remove Old Bridge	$	$ 100.00
1,080 lin. ft.	Furnish Treated Timber Piling	1.44	1,555.20
24 only	Drive Timber Piles	40.00	960.00
110 cu. yds.	Class "A" Concrete	62.00	6,820.00
27,000 lbs.	Metal Reinforcement	0.125	3,375.00
1.7 M-FBM	Treated Timber in Place	300.00	510.00
60 lin. ft.	8-inch Metal Drain Pipe	3.50	210.00
			$13,530.20

Subtotal	$60,432.20
10% Engr. & Cont.	6,043.22
Total	$66,475.42

Length of 3 Structures 0.066 Mile

Federal Funds..	$41,100.00
State Funds..	12,687.71
County Funds..	12,687.71
	$66,475.42

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited with the Highway Department by Washington County.

RECEIVED
JUN 13 1956
FOR FILING

5-3-11

4694

June 13, 1956

Johnston & Bryant
803 East 6th Street
Newberg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4694, which was awarded to you by the State Highway Commission on May 7, covering construction of the Rock Creek and Beaverton Creek Bridges on the Base Line Road in Washington County.

We are also sending ~~you~~ a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY [illegible] 1956
FOR FILING

REFERRED TO SECRETARY

5-3-10(1)

4694

NOTED
J. Mc C.

May 7, 1956

Johnston & Bryant
Newberg, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 accepted your proposal for the Rock Creek Bridge and Beaverton Creek Bridges on Base Line Road near Hillsboro, Washington County for the sum of $60,432.20 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4694.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Washington

Att. Dorothy McCormack

Forrest Cooper
R. G. Savage (SIAC)
S. H. Probert
P. M. Stephenson

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 7, 1956
9:30 a.m.

Johnston & Bryant
Newberg, Oregon

Contract for Rock Creek Bridge and Beaverton Creek Bridges on Base Line Road near Hillsboro, Washington County for which you submitted low bid on April 27, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: P. M. Stephenson
S. H. Probert

NOTED
G. S. PAXSON

RECEIVED
[illegible] 7, 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 - 1956
FOR FILING
FORM 230—90M—11-55—90224

S-310(1)

4694

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1956

SUBJECT: Advance Deposit,
Rock Creek & Beaverton Creek Bridges
FAS 676, Washington County

To: Mr. G. S. Paxson
OFFICE

We have received this date Washington County's advance deposit of $13,550 in connection with the subject project. This project is now clear for award of a contract.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: P. M. Stephenson
S. H. Probert

NOTED
G. S. PAXSON

RECEIVED
7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

S-3 [illegible]

4494

April 25, 1956

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Washington County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Washington County covering the Rock Creek and Beaverton Creek Bridges on FAS 676, in Washington County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

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FOR FILING

file

Salem, Oregon
April 25, 1956

Rock Creek & Beaverton Creek Bridges
FAS 676, Washington County

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement between the State Highway Commission and Washington County covering the Rock Creek and Beaverton Creek Bridges on FAS 676 in Washington County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one copy of each has been sent to the County Court of Washington County.

Secretary

rm
Attach: 5

AUTHORIZED
DATE

RECEIVED

FORM 830—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1956

SUBJECT: Rock Creek & Beaverton Creek Bridges
FAS 676, Washington County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Rock Creek and Beaverton Creek Bridges on FAS 676 in Washington County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on June 30, 1955.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

For Commission action

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Apr 18 1956

RECEIVED
APR 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-30-55 Minute page 47
9-22-55 " " 33
Floyd Query
Secretary

306-1712 Coquille (Knott St.) Paving 1956
4695

306-1712 Coquille (Knott St.) Paving 1956
4695

RECEIVED D. Williams
AUG 1 1957
FOR FILING

W. C. WILLI

July 31, 1957

Coquille (Knott St.)
~~Contract #4695~~
306-17
4675

FINAL COST ANALYSIS
Paving
J. C. Compton Co. Contractor
J. R. Hagedorn, Resident Engineer

City Street
Prefix 306-1712-201 (41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*General Excav. Unclass.	399.2	Cu. Yd.	$1.00	$0.89	$337.13	$379.20
*Salv. Surface Material	159.2	Cu. Yd.	1.50	1.19	189.66	238.80
*Coarse Mat'l in Base	133.5	Cu. Yd.	3.50	3.22	429.43	467.25
*3/4"-0 Mat'l in Base	31.3	Cu. Yd.	4.00	3.29	1,031.67	1,252.00
*Sprinkling	52	M/Gal	3.00	1.98	103.09	156.00
Asphaltic Conc. Mixture	902.128	Tons	7.80	7.26	6,553.51	7,036.60
85-100 Asphalt in Mixtr.	59.28	Tons	36.00	32.23	1,910.42	2,134.08
				Total:	$10,554.91	$11,663.93

*Work done all or in part by Fred H. Slate and E. C. Hall companies.

	Gross Revenue	Total Cost	Net Prft. or Loss	% Prft. or Loss
Fred H. Slate Co., Ore. Ltd. and E. C. Hall Company	$2,493.28	$2,090.98	$407.27	16.1%
J. C. Compton Company	9,170.68	8,463.93	706.75	7.70%
	$11, 663.93	$10,554.91	$1,109.02	9.50%

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1957
OFFICE OF
ENGINEER

/

Coquille-Rink Creek
Contract #4576

J. C. Comptons Items of Work

Coquille (Knott St.)
Contract #4695

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of base	1.2	Mile	$193.54	$200.00	$232.25	$240.00
3/4-0 Mat'l in binder course	565	C.Y.	1.62	1.50	913.89	847.50
RC 3 asph. in binder course	55.07	Ton	41.33	45.00	2,275.91	2,478.15
RS 2 asphalt	7.46	Ton	43.91	46.00	327.61	343.16
Class "B" asph. concrete	8781.968	Ton	5.09	5.50	44,685.28	48,300.82
Ext. for asph. conc. appro.	24	Each	26.81	30,00	643.61	720.00
Asph. conc. traffic markers	2633.7	Lin. Ft.	0.48	1.00	1,262.11	2,633.70
Furnish & place agg.	280	C.Y.	1.76	1.75	492.70	490.00
150-200 asphalt	22.44	Ton	39.81	42.00	893.49	942.48
PA #3 No strip additive	45.06	Ton	6.69	7.80	301.67	351.47
Force account	(State portion of flagging)				353.32	353.42
					$52,381.84	$57,700.60
	Coquille (Knott St.) Contract #4695					
Asphaltic conc. mixture	902.128	Ton	$ 7.26	$ 7.80	$ 6,553.51	$ 7,036.60
85-100 asphalt	59.28	Ton	32.23	36.00	1,910.42	2,134.08
					$8,463.93	$9,170.68
OUTSIDE WORK:						
Asphaltic concrete:						
Sold at plant	213.00	Tons	$ 6.016	$ 6.50	$1,281.77	$1,384.50
Hauled and placed	1555.52	Tons	10.968	12.00	17,062.35	18,666.24
	TOTAL COST AND REVENUE				$79,189.89	$86,922.02

J. C. Compton's revenue, cost and profit while working at Coquille, Oregon:

Gross Revenue	Total Cost	Net Profit	% Profit Gross Rev.
$86,922.02	$79,189.89	$7,732.13	8.89%

Contracts #4576 and #4695
and outside work.

DETAIL OF COSTS
J. C. Compton Co.

LABOR

	$18,890.52
Labor insurance	1,567.91
Health and welfare	454.36
	$20,912.79

MATERIALS

85-100 asphalt	743.69 tons,	$22.50	$16,733.33
Freight on 85-100 asph.	743.68 tons,	9.16	6,813.88
RS 2	7.46 tons,	27.16	202.46
Freight	7.46 tons,	8.80	68.33
RC 3 asphalt	55.07 tons,	25.75	1,418.05
Freight	55.07 tons,	9.16	504.61
150-200 asphalt	22.44 tons,	22.50	504.90
Freight	22.44 tons,	9.16	205.55
No Strip additive	45.06 tons,	6.50	292.89
Heat Oil	532 bbls,	3.45	1,835.40
Asphaltic concrete purchased	10.828 tons,	6.50	70.38
Asphaltic concrete purchased	91.5 tons,	8.00	732.00
Aggregate purchased	2670.62 tons,	2.00	5,341.24
			$34,722.52

EQUIPMENT RENTALS & MISCELLANEOUS

Expenses:

Equipment rental (own)	$10,144.07
Equipment rental (Hired)	6,075.31
Gas, Oil and Grease	3,885.28
Bond	434.37
Test scales	183.03

Permits	$ 65.00	
P. U. C. fees	204.17	
Travel expenses	815.70	
Freight	118.01	
Misc. expense and small tools	181.83	
Home office and general overhead	1,447.81	
	$23,554.58	
		$79,189.89

Permits	$ 65.00	
P. U. C. fees	204.17	
Travel expenses	815.70	
Freight	118.01	
Misc. expense and small tools	181.83	
Home office and general overhead	1,447.81	
	$23,554.58	
		$79,189.89

BREAKDOWN OF PAVING COSTS

	Quantity	Unit	Total Cost	Unit Cost
Move in and set up	11,452.616	Tons	$5,246.06	$0.458
Feed Plant	11,452.616	Tons	1,900.60	0.166
Mix	11,452.616	Tons	14,613.48	1.276
Asphalt in Mixture	11,452.616	Tons	24,253.11	2.117
Cost of Mixing	11,452.616	Tons	$46,013.25	$4.017
Coquille-Rink Creek Contract #4576				
Haul and Place	8781.968	Tons	$9,401.89	$1.072
Aggregate furnished by E. C. Hall	8781.968	Tons	12,671.37	1.443
Mixing at plant (less aggregates)	8781.968	Tons	35,283.39	4.017
Cost of Class "B" asphalt concrete				$6.532
City of Coquille (Knott St.) Contract #4695				
Haul and Place Mixture	902.128	Tons	$ 3,035.21	$3.365
Aggregate purchased	902.128	Tons	1,804.25	2.00
Mixing at Plant (less agg. & asph.)	902.128	Tons	1,714.05	1.899
				$7.264
Asphalt in Mixture	59.28	Tons	$1,910.42	$32.217
OUTSIDE WORK:				
Asphaltic concrete sold at plant				
Mixture at plant(less aggregates)	213.00	Ton	$855.77	$4.017
Aggregate in mixture	213.00	Ton	426.00	2.00
Asphaltic concrete at plant				$6.016
OUTSIDE WORK				
Mixture at plant (less aggregates)	1,555.520	Ton	$6,249.52	$4.017
Aggregate in Mixture	1,555.520	Ton	3,110.98	2.00
Haul and place mixture	1,555.520	Tons	7,701.85	4.951
				$10.968

ITEMS OF WORK DONE BY
FRED H. SLATE CO., [illegible] LTD. and E. [illegible]

ON CONTRACTS [illegible] and 4695 and OTHER WORK

ITEM	QUANTITY	UNIT	UNIT COST	UNIT BID	TOTAL COST	GROSS REVENUE
Clearing and Grubbing	100%	All	$11,555.38	$15,000	$ 11,555.38	$ 15,000.00
Removal of Catch Basins	4	Each	[illegible]	[illegible]	80.13	100.00
Drainage Exc[illegible]	[illegible]	Cu. Yd.	2.90	[illegible]	[illegible]	17,555.43
General Excav., Unclass.	[illegible]	[illegible]	0.34	[illegible]	[illegible]	85,556.29
Short Overhaul	406,156.5	[illegible]	[illegible]	[illegible]	[illegible]	6,092.38
Long Overhaul	[illegible]	[illegible]			[illegible]	286.25
Finish R/B & Slopes	1.2	Miles	[illegible]	1,000.00	1,067.00	1,200.00
Rounding Cut Banks	3,603	Lin. Ft.	0.177	0.20	640.18	720.00
12" Concrete Pipe	489	Lin. Ft.	1.45	1.75	708.83	855.75
18" Concrete Pipe	1,020	Lin. Ft.	3.42	3.50	3,489.44	3,570.00
24" Concrete Pipe	225	Lin. Ft.	4.65	5.00	1,046.06	1,125.00
24" Asb. Bonded CMP	414	Lin. Ft.	7.34	[illegible]	[illegible]	[illegible]
42" Asb. Bonded CMP	180	Lin. Ft.	15.06	16.00	[illegible]	2,880.00
6" Perf. Metal Drain Pipe Uncoated	[illegible]	Lin. Ft.	1.72	2.00	3,481.81	4,050.00
Spec. Backfill in Drains	538.5	Cu. Yd.	4.69	4.50	2,525.39	2,423.25
Salvage Culvert Pipe	75	Lin. Ft.	2.39	3.00	[illegible]	225.00
12" Sewer Pipe	1,209	Lin. Ft.	2.02	2.25	2,445.94	2,720.25
24" Sewer Pipe	114	Lin. Ft.	6.51	7.00	[illegible]	798.00
*Ext. for Pipe under Pavement	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
*1¼" Electrical Conduit	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
*Concrete Catch Basins	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	760.00
*Concrete Manholes	[illegible]	[illegible]	250.00	250.00	1,000.00	1,000.00
*Adj. of Manholes	2	Each	40.00	40.00	80.00	80.00
*Conc. Curbs and Gutters	240.17	Cu. Yd.	47.00	47.00	11,287.99	11,287.99
*Concrete Walks	75.39	Sq. Yd.	3.75	3.75	282.71	282.71
*Concrete Driveways	[illegible]	Sq. Yd.	4.50	4.50	471.92	471.92

WORK DONE BY FRED H. SLATE CO., OREG. LTD. AND E. C. HALL, CONTRACTS 4576, 4695 and OTHER WORK

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Class "A" Concrete	65.25	Cu. Yd.	$65.00	$65.00	$ 4,241.25	$ 4,241.25
*Metal Reinforcement	9,680	Lb.	0.13	0.13	1,258.40	1,258.40
**Metal Guard Rail	[illegible]	Lin. Ft.	3.00	3.00	1,699.50	1,699.50
**Metal Sight Posts	40	Each	3.00	3.00	120.00	120.00
Coarse Mat'l in Base	36,063	Cu. Yd.	2.53	2.35	91,105.46	84,748.05
3/4"-0 Mat'l in Base	4,122	Cu. Yd.	2.82	2.50	11,621.05	10,305.00
Sprinkling	2,087.2	M. gal.	1.88	2.00	3,923.56	4,174.40
3/4"-0 Mat'l in Binder	565	Cu. Yd.	2.02	1.75	1,141.33	988.75
Class "B" Asph. Conc.	8,781.968	Tons	1.44	1.50	12,671.37	13,172.96
Furn. & Place Agg.	280	Cu. Yd.	2.02	2.00	565.62	560.00
3/4"-½" Cr. Mat'l in S.P.	2,022.38	Cu. Yd.	3.02	3.15	6,107.67	6,370.50
½"-¼" Cr. Mat'l in S.P.	2,018.44	Cu. Yd.	3.02	3.15	6,095.76	6,358.09
¼"-0 Cr. Matll in Stockpile	1,049.34	Cu. Yd.	3.02	3.15	3,169.04	3,305.42
PA #1 Furn. & Install 4" Conc. Sewer Pipe	45	Lin. Ft.	1.46	1.75	65.69	78.75
PA #2 18" CMP Asb. Bonded	146	Lin. Ft.	5.62	6.00	820.65	876.00
PA #4 6" Perf. Metal Drain Pipe, Uncoated	350	Lin. Ft.	0.83	0.83	290.50	290.50
PA #4 6" Perf. Metal Drain Pipe Bands, Uncoated	30	Each	1.02	1.02	30.60	30.60
PA #4 18" CMP Culv. Coated	14	Lin. Ft.	3.24	3.24	45.36	45.36
PA #4 18" CMP Culv. Bands, Coated	1	Each	3.24	3.24	3.24	3.24
PA #4 12" CMP Elbows Culvert Coated	1	Each	11.14	11.14	11.14	11.14
PA #4 12" CMP Bands Culvert Coated	1	Each	2.35	2.35	2.35	2.35
PA #4 12" Conc. Sewer Pipe	84	Lin. Ft.	0.84	0.84	67.20	67.20
PA #4 12" Conc. Culvert Pipe	3	Lin. Ft.	0.90	0.90	2.70	2.70
PA #5 12" CMP Coated	424	Lin. Ft.	3.17	3.50	1,344.25	1,484.00
PA #6 6" Sewer Pipe	135	Lin. Ft.	0.99	1.25	133.31	168.75

DONE BY FRED H. SLATE CO [illegible] REG. LTD. AND E. C. HALL, CON[illegible]TS 4576 and 4695,&

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
7 Cement Adj. Favor of State	16.3	Bbl.		$4.73	$	$ - 77.10
ce Account					4,076.05	4,624.09
					$297,342.10	$307,480.22

* Work Done All or In Part By Tom Lillebo

** Work Done All or In Part By R. and W. Construction Company

AGGREGATE SOLD

J. C. Compton Company	2,670.62	Tons		$2.00	$ 3,852.86	$ 5,341.24
Coos Bay Dredging	19,267	Cu. Yds.		1.50	35,066.64	28,900.50
Extra Work Done For State					13,287.27	14,784.98
Equipment Rented To State					3,738.09	3,925.00
					$ 55,944.86	$ 52,951.72

ITEMS OF WORK DONE ON COQUILLE (KNOTT STREET) CONTRACT 4695

General Excav., Unclass.	379.2	Cu. Yd.	$0.89	$1.00	$ 337.13	$ 379.20
Salvage Surface Material	159.2	Cu. Yd.	1.19	1.50	189.66	238.80
Coarse Mat'l in Base	133.5	Cu. Yd.	3.22	3.50	429.43	467.25
3/4"-0 Material in Base	313	Cu. Yd.	3.29	4.00	1,031.67	1,252.00
Sprinkling	52	M-gal.	1.98	3.00	103.09	156.00
					$ 2,090.98	$ 2,493.25

Total Cost and Revenue of All Items of Work Done by Principal Contractors	$355,377.94	$362,925.19
Paid J. C. Compton Company	57,700.60	57,700.60
TOTAL COST OF ALL WORK	$413,078.54	$420,625.79

F. H. SLATE CO., OREG. LTD. and E. C. HALL COMPANY'S REVENUE, COST, and PROFIT WHILE WORKING ON CONTRACT 4576

Gross Revenue	Total Cost	Net Profit	% Profit on Gross Revenue
$362,925.19	$355,377.94	$7,547.25	2.07%

BREAKDOWN OF CRUSHING COSTS

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	74,014.10	Cu. Yd.	$ 10,361.91	$0.1399
Drill and Shoot	74,014.10	Cu. Yd.	11,761.56	0.1590
Feed Crusher	74,014.10	Cu. Yd.	32,894.29	0.4444
Crush	74,014.10	Cu. Yd.	77,233.86	1.0435
Stockpile at Plant	74,014.10	Cu. Yd.	2,456.23	0.0332
TOTAL	74,014.10	Cu. Yd.	$134,707.84	$1.8200
Royalty Paid on	54,747.10	Cu. Yd.	$ 10,949.42	$0.20

Unit Cost of Rock Produced for Contractor's Work	$2.02 Per Cubic Yard

Total Crushing Time	1,162 Hours
Aggregate Produced	74,014.10 Cubic Yards
Average Crushed Per Hour	63.7 Cubic Yards

Contract #4576 and #4695
and outside work.

DETAIL OF COSTS

F. H. Slate Co., Ore. Ltd.
and E. C. Hall Co.

LABOR

LABOR	$112,547.07
Labor insurance	10,530.40
Health and welfare	4,412.70
	$127,490.17

MATERIALS

12" concrete pipe	489 Lin. Ft.,	$0.90	$ 440.10
18" concrete pipe	1020 Lin. Ft.,	2.10	2,142.00
24" concrete pipe	225 Lin. Ft.,	2.95	663.75
24" asb. bond CMP	414 Lin. Ft.,	5.07	2,098.98
24" bands	17 Each	5.07	86.19
42" asb. bond CMP	180 Lin. Ft.,	11.81	2,125.80
42" bands	7 Each	11.81	82.67
6" perf metal drain pipe	2375 Lin. Ft.,	0.83	1,971.25
6" bands	114 Each	1.02	116.28
72" x 12" x 6" tee	1 Each	16.50	16.50
Backfill aggregate (del)	479.5 C. Y.	3.00	1,438.50
Backfill aggregate (at plant)	129 C. Y.	2.25	205.40
2½-0 base material	324 C. Y.	1.60	518.40
Sand	5 C. Y.	2.50	12.50
Cement	23 sks	1.58	36.34
12" sewer pipe	1293 Lin . Ft.	0.80	1,034.40
24" sewer pipe	114 Lin. Ft.	3.25	370.50
12' 6" Rails	566.5 Lin .	1.27	719.46
Terminal sections	2 Each	4.00	8.00
6' 4" wood posts	47 Each	5.45	256.15
Type "A" sight posts	40 Each	1.23	49.20

R and W. Construction Company	[illegible]	
	$91,375.34	$413,078.54

4" concrete sewer pipe	45 Lin. Ft.,	$0.30	$ 13.50
18" corr. metal pipe	160 Lin. Ft.,	3.24	518.40
Bands	8 Each	3.24	25.92
12" corr. metal pipe elbows	1 Each	11.14	11.14
12" corr. metal bands	27 Each	2.35	51.70
12" conc. culvert pipe	3 Lin. Ft.	.90	2.70
12" corr. metal pipe	424 Lin. Ft.	2.35	996.40
6" sewer pipe	135 Lin. Ft.	0.40	54.00
			$16,065.13

EQUIPMENT RENTALS AND MISCELLANEOUS

Expenses:

Equipment rental (own)	$109,552.20	
Rented equipment (unoperated)	1,805.17	
Rented equipment (operated)	16,587.20	
Gas, oil and grease	16,623.17	
Freight	13,302.00	
Powder and caps	4,933.25	
Electric power	3,941.83	
Phone	1,447.44	
Bond	1,781.40	
Ph & Pd insurance	1,710.58	
Small tools	854.31	
Home office and general overhead	5,614.35	
	$178,143.90	
Paid Tom Lillebo	$19,586.77	
Paid J. C. Compton	57,700.60	
Neese and O'Neil	2,385.83	
Coos Bay Dredging Co. Royalty	10,949.42	
Rand W. Construction Company	755.72	
	$91,375.34	$413,078.54

REMARKS:

This was a "Federal Aid Primary Project" located in Coos County on the Coos Bay-Roseburg Highway. The westerly end of the project was at the intersection of First and Adams Streets in the City of Coquille. The easterly end of the project was approximately 450 feet southerly from the crossing of Rink Creek and about 1.14 miles southerly from the city limits of Coquille. The overall length of the project was 1.36 miles.

The contract was bid on November 4, 1955, and was awarded on December 30, 1955, to Fred H. Slate Company, Oregon Ltd. and E. C. Hall Company.

During the early part of January, 1956, the contractors began moving in their grading equipment consisting of 10 D8 caterpillar tractors, 4-80 scrapers, 2 Euclid S 18 scrapers, 2 3/4 cy Lima shovels with dragline attachments, 2 #12 caterpillar motor graders, 2-3 Leg Rollers and such other necessary equipment to work the project.

On March 16, 1956, the contractor began clearing the project with a 3 man crew. On Monday the 19th of March he increased his crew to 9 men and began using a D8 cat with clearing blade, a 3/4 shovel with dragline and 2 power saws. As this work became more de-centralized he added another D8 cat and 3 men to this operation. The clearing progressed very well and was completed during the weed ending April 21,1956. The contractor, having a good bid price on this item, made an excellent profit on it.

During the week ending April 14, 1956, the contractor began the grading operations using 2 D8 cats with bulldozers and 1 D8 cat with an 80 scraper. As the areas to be excavated were opened up and the area of operation became extended, he increased the working equipment as needed.

The material being common, and requiring no shooting, was moved without difficulty, in most areas. In areas where he encountered excessive amounts of water it was necessary to move in and out several times.

During the construction of the highway roadbed, several areas upon which it was being constructed settled considerably resulting in a large over run in pipe and excavation quantities. The contractor finished the grading during the week ending August 18, 1956.

During the week ending March 3, 1956, the contractor drilled and shot an area at the easterly side of the Woodward quarry. This quarry did not prove to be suitable, so an agreement was made with Mr. McCloud and the aggregate was obtained from the McCloud and State quarry located adjacent to the Coos Bay Highway at M.P. 4.53.

During the week ending April 14, 1956, the contractor put in a coyote hole in the quarry. The quarry was shot on April 19, 1956. The rock broke large and some re-shooting was necessary.

The contractor started moving in and setting up his three crusher plant at this time. He began crushing on May 11, 1956, and completed the crushing during the week ending August 18, 1956. For this work he used a 2½ cy shovel and 2 Turnapull rock wagons to feed the crusher, an Eimco loader and D' caterpillar tractor at the plant, and on the stock piles when needed.

REMARKS, cont.

The aggregate to be crushed did not break readily, which resulted in very low production for this plant.

On Monday, July 23, 1956, the contractor began placing crushed base material using hired trucks for hauling, loading with an Eimco 2½ cy loader, and processing on the roadbed with a D8 caterpillar motor grader. He completed this work on August 29, 1956, and immediately began placing the 3/4-0 in base using the same equipment as before, augmended with a 3 leg roller and #12 motor grader.

The items coarse crushed material in base, 3/4-0 material in base and 3/4-0 material in binder show losses due to low production of the crusher, having to pay royalty on the aggregate and low unit bid prices on these items.

The sub-contractor (J. C. Compton Co.) on paving began moving in and setting up his 4000 lb. Madsan batching plant during the week ending August 11,1956. He began paving on September 12, 1956, using a Barber Green paving machine, a 3 wheel tandum roller, and a 2 wheel tandum roller to place the mixture. He hauled the mix from the plant in 3 trucks of his own and 3 hired trucks fully operated.

This work progressed well and the paving was completed during the week ending October 6, 1956.

All other work on the project was completed by the contractor during this time except for a small amount of pavement blending. On November 8, 1956, the contractor moved back in and completed the necessary work.

While the above contract was being processed the sub-contractor on paving bid and was awarded a contract for paving in the City of Coquille (Knott St.), contract #4695 which was done during the time he worked on the Coquille-Rink Creek project.

Although the principal contractor had low bid prices on some items and unanticipated costs, both he and the subcontractor, by having excellent supervision and good equipment, were able to make fair profits.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet

Form A-180—10M—7-56

NOTED
Harold C. A[illegible]

INVOICE
Oregon State Highway Department
SALEM, OREGON

RE[illegible]
JAN 16 1957
ENG.

City of Coquille
Coquille, Oregon

Attn: H. N. Grim, City Recorder

Invoice No. 49176
Date January 15, 1957
Your Req. No.
Billing Request No. co-294
Credit distribution: None

Final billing City's share of total cost of Knott Street grading and paving project, City of Coquille, Contract No. 1695, covered by agreement dated April 18, 1956.

	Advance Deposit		1,600.00
Total cost as per attached		12,862.78	
Agreed state share		15,000.00	None
	To be refunded		$1,600.00

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 96055

Cash Received with Request: $................
By ....

CITY ADVANCE DEPOSIT .... $ 1,600.00

REFUND DUE CITY .... $ 1,600.00

ECA:mm

Filed in Coquille "250,000" ~~1957~~ 1956

OREGON STATE HIGHWAY DEPARTMENT — **ITEMIZED STATEMENT OF FINAL COSTS**

COQUILLE City Allotment Project — Grading and Paving on Knott Street

Contract No. 4699

January 11, 1957

NOTED
JOHN D. GRAHAM

PAYMENTS TO CONTRACTOR

	Item	Quantity		@	Total
1.	General excavation	379.2	c.y.	$1.00	$ 379.20
2.	Salvage surface material	59.2	c.y.	.50	238.80
3.	Course crushed material in base	133.5	c.y.	3.50	467.25
4.	3/4"-0" material in base	313	c.y.	4.00	1,252.00
5.	Sprinkling	52	M gal.	3.00	156.00
6.	Asphaltic concrete in mixture	902.128	tons	7.80	7,036.60
7.	85-100 asphalt in mixture	59.28	tons	36.00	2,134.08
	Subtotal, Contract Items				$11,663.93
	Construction Engineering				864.25
	Survey				334.60
	TOTAL COST				$12,862.78
	AGREED STATE SHARE				$15,000.00
	CITY ADVANCE DEPOSIT				$ 1,600.00
	REFUND DUE CITY				$ 1,600.00

ECA:mm

A

NOTED
Harold C. Ayers

January 14, 1957

Mr. H. N. Crim
City Recorder
Coquille, Oregon

NO[illegible]
J. F. [illegible]

Dear Sir:

Final costs are now available for the Special City Allotment project on Knott Street in Coquille.

As per the agreement between the City and State, the State is to pay the cost of the project not to exceed $15,000. As the project did not cost in excess of $15,000 a refund of the total advance deposit is due the City from the State. A check in the amount of $1,600 will be forwarded you by our Accounting Department within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County & City Relations

HCA:mm

NOTED
D. GRAHAM

NOTED
C. G. SWENSON

0

RECEIVED
OCT 29 1956
FOR FILING
306-1712.

A

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 25, 1956

(CONTRACT NO.) 4695	(EST. NO.)	(CONTRACTOR)	
4695	2-Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22904	H-164034	$ 500.00	10/25/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: None

Completion Date: Sept. 6, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-29-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 29 1956
Ruth Rawlings

RECEIVED
OCT 19 1956
FOR FILING

306-1712

4695

October 18, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4695 for paving on the Coquille (Knott Street) City Street Section in Coos County was completed by the contractor, J. C. Compton Co., on September 6, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $500.00 will be released to the contractor on or after October 29, 1956. The total contract amount is $11,663.93 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Gordon Carey Insurance Agency
33½ Third St.
McMinnville, Oregon

NOTED ON CARD

RECEIVED
OCT 5 1956
FOR FILING

306-1712

4695

October 5, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. on contract No. 4695, for paving on the Coquille (Knott St.) City Street Section in Coos County. This payment, in the amount of $11,163.93, will be released to the contractor on or after October 15, 1956. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Gordon Carey Insurance Agency
334 Third Street
McMinnville, Oregon

NOTED ON CARD

Form B-1—[illegible]—1-36

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]

306-1712
4695

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 8, 1956

Section Coquille (Knott Street)
Kind of work Grading and Paving
Highway City Street
Section prefix 306-1712
Contractor J. C. Compton Co.
Contract number 4695
Date of contract May 8, 1956
Date of completion September 15, 1956
Date work started August 8, 1956
Estimated date of completion September 6, 1956
Project authorization $ 16,386.75
Exclusive of Engineering $ 15,221.47
Per cent of time elapsed 98 %
Estimated cost of completed project, exclusive of engineering $ 12,000.00
Estimated per cent underrun 21 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 1,165.28
Engineering cost to date $ 400.00, 34 %
Date project was completed September 6, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor paved Tuesday Wed. and Thurs. of this week, completing paving and the project on Thuraday.

Mr. L. R. Chandler, Ass't Div. Engr. inspected job on Friday.

NOTED
TOM EDWARDS

NOTED
L. H. Young

RECEIVED
SEP 10 1956
OFFICE OF
CONSTRUCTION ENGINEER

Noted
M. N. Jove

NOTED
D. J. BARBEE

Signed John [illegible] Res. Engr.
Address Coquille, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 38073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.29	0.29		0.29	0.29
Miles partially completed	0.29	0.29		0.29	0.29
Miles completed	0.29	0.29		0.29	0.29
Total estimated quantities (contract)	200	790		66	1,100 tons
Total quantities corrected to date	200	447		59	902 tons
Estimated quantities moved or placed to date	200	447		59	902 tons
Average daily quantities	0	0		20	300 tons
Average daily quantities necessary to complete project on time	0	0		0	0
Number shifts per day					1
Hours per shift					8
Average force on project for week					17

Men	8
Supervision	2
Men and trucks under 3 tons	
Men and trucks over 3 tons	7
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers 1 A.C. Batch plant, Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., 1 Barb. G. Paving machine ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday			
Wednesday	all		
Thursday			
Friday			
Saturday	week		

RECEIVED
MAY 23 1956
FOR FILING

[illegible]

4675

May 22, 1956

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith three copies of contracts for your files which were awarded to you by the State Highway Commission, as follows:

Contract No. 4661, covering Divisions No. 1 and 2 Oiling Project in Clackamas and Yamhill Counties.

Contract No. 4679, covering Division No. 4 Oiling Project in Lake and five other Counties.

Contract No. 4695, for paving on the Coquille (Knott Street) Section in Coos County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

May 9, 1956

Mr. Harvey W. Crim
City Recorder
Coquille, Oregon

NOTED
J.F. HAGEMANN

NOTED
J. W. CATTRALL

NOTED
Harold [illegible] Ayers

Dear Sir:

We wish to acknowledge receipt of the City's check in the amount of $1,600 as the advance deposit for reconstruction of Knott Street in Coquille.

On May 8, 1956 the State Highway Commission awarded Contract No. 4695 to J. C. Compton of McMinnville for the above mentioned project. Enclosed for the City's information and records is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

RECEIVED
MAY 31 1956
FOR FILING

306-1712
4695

NOTED
J. Mc C.

May 8, 1956

J. C. Compton Company
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 accepted your proposal for paving Knott Street at Coquille in Coos County for the sum of $14,466 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4695.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage, (SIAC)
Forrest Cooper
S. H. Probert

RECEIVED
MAY 7 - 1956
FOR FILING

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 3, 1956
11:21 a. m.

J. C. Compton Company
McMinnville, Oregon

Contract for paving Knott Street in Coquille, Coos County, for which you submitted low bid on April 27, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files ✓

cc: G. S. Paxson ✓
S. H. Probert

RECEIVED
MAY 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
MAY 7 - 1956
FOR FILING

FORM E-20X—50,000—10-54—79464
306-112
4605

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1956

SUBJECT: Special City Allotment Project
Coquille

To: Mr. C. H. Maison
OFFICE

Attached is City of Coquille Check No. 5051 in the amount of $1,600 as the city's share in the estimated total cost of the Special City Allotment project on Knott Street in Coquille.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: G. S. Paxson ✓
S. H. Probert

RECEIVED
MAY 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

GEORGE F. BURR, Mayor
H. N. CRIM, Recorder, Treasurer, Municipal Judge

THE CITY of COQUILLE
COOS COUNTY SEAT
COQUILLE, OREGON

I. M. HUDDLESTON, City Engineer
TALLANT GREENOUGH, City Attorney
HOWARD R. MARSH, Chief of Police
Councilmen
R. G. CREAGER R. B. MASON
L. T. DeGROAT GRANT VAN DOREN
WILFERD LAIRD DR. P. T. WOLFE

May 2, 1956

Mr. J.W. Cattrall
State Highway Dept.
Salem, Oregon

Dear Mr. Cattrall:

Enclosed you will find our check in the amount of $1600.00 as requested in your letter of April 30, 1956 as an advance deposit for the paving project on Knott Street.

Yours truly,

CITY OF COQUILLE

HNCrim

H.N. Crim, Treasurer

RECEIVED
MAY 8 - 1956
FOR FILING

306-1712
4295

Sp[illegible] Fund #24

Salem, Oregon
May 3, 1956

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto is a conformed copy of an agreement with the City of Coquille covering the Special City Allotment project on Knott Street in Coquille.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Coquille, Oregon.

Secretary

FM
Attach: 1

REFERRED TO [illegible]
BY SECRETARY

to file

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1956

SUBJECT: $250,000 Fund Agreement (1956)
Coquille

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Knott Street in Coquille.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

This project was approved by the Highway Commission on December 19, 1955.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Apr 23 1956

RECEIVED
APR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-19-55 Minute Page 32
Secretary

RECEIVED
MAY 3 - 1956
FOR FILING

306-1713

4695

May 3, 1956

Mr. H. N. Crim, City Recorder
City Hall
Coquille, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Coquille covering the Special City Allotment project on Knott Street in Coquille.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
J. W. CATTRALL

April 30, 1956

NOTED
Harold C. Ayers

Mr. Harvey H. Crim
City Recorder
Coquille, Oregon

Dear Sir:

On April 26, 1956, the State Highway Commission received a bid on the Knott Street paving project in Coquille. The bid was submitted by the J. C. Compton Company of McMinnville and the revised estimate based on the bid is as follows:

Contract Items	$14,466.00
Flagging	100.00
Engineering & Contingencies	1,820.75
Survey	250.00
Total.......	$16,636.75

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with this project, an advance deposit of $1,600 is required. Please make this deposit by means of a check made payable to the State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until this deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
cc: Mr. I. M. Huddleston, City Engr.

ORDINANCE NO. 596

4-18-56

AN ORDINANCE, providing for a form of agreement by and between the City of Coquille, Oregon, and the State of Oregon, acting by and through its State Highway Commission for the improvement of Knott Street from Central Boulevard to West Eighth Street, a distance of approximately 0.29 miles, and declaring an emergency.

WHEREAS, The City of Coquille, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstruction under the provisions of O.R.S. 366.800 and 366.805, and

WHEREAS, The State Highway Commission has accepted such application for the improvement of Knott Street from Central Boulevard to West Eighth Street, a distance of approximately 0.29 miles, and

WHEREAS, In the form of an agreemènt prepared by the State Highway Commission, a copy of which is marked "Exhibit A" and attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand ($15,000.00) Dollars and the City of Coquille to pay all cost in excess of Fifteen Thousand ($15,000.00) Dollars, and

NOW, THEREFORE, THE PEOPLE OF THE CITY OF COQUILLE DO ORDAIN AS FOLLOWS:

Section 1. That said certain form of agreement hereinabove referred to be entered into by the City of Coquille, Oregon and the State of Oregon acting by and through the State Highway Commission,providing for the improvement of Knott Street is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessafy that said improvement be made in the Spring and Summer of 1956 when the weather permits, and hwereas the State Highway Commission can not award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health and credit of the people of the City of Coquille, Oregon, and an emergancy is hereby declared to exist and this Irdinance shall be in full force and effect from and after its adoption by the affirmative vote of more than three-fourths of the members of the Common Council and its approval by the Mayor.

The foregoing Ordinance was duly adopted by the affirmative vote of more than three-fourths of the members of the Common Council, taken by ayes and nays, this 18th day of April, 1956.

Ayes 6

Nays 0

Attest:

City Recorder

The foregoing Ordinance is hereby approved by me this 18th day of April, 1956.

Geo F Burr
Mayor

GEORGE F. BURR, Mayor
N. CRIM, Recorder, Treasurer, Municipal Judge

THE CITY of COQUILLE
COOS COUNTY SEAT
COQUILLE, OREGON

I. M. HUDDLESTON, City Engineer
TALLANT GREENOUGH, City Attorney
HOWARD R. MARSH, Chief of Police
Councilmen
R. G. CREAGER — R. B. MASON
L. T. DeGROAT — GRANT VAN DOREN
WILFERD LAIRD — DR. P. T. WOLFE

January 7, 1956

NOTED
Harold C. Ayers

Mr. John W. Cattrall
Eng., County and City Relations
State Highway Dept.
Salem, Oregon

Dear Sir:

In reference to the completed contract No. 4695 for the paving of Knott Street in the City of Coquille from the Special City Allotment, we have never received a statement as to the final cost of the project. It was our understanding that the $1600.00 which the city was to pay as our share would be paid only if the total cost of the project exceeded $15,000.00. We would like to know if this is correct or not, and also if the City of Coquille has any refund coming back out of this amount paid.

Yours truly,

CITY OF COQUILLE

H.N. Crim
City Recorder

HNC/vs

NOTED
C. G. SWENSON

RECEIVED
JAN 10 1957
OREGON
STATE HIGHWAY COMMISSION

1956 Fund

No. 21

OK by Chet
12-4-55

Coquille 9-6-55

Preliminary Estimate

Knott Street from Central Boulevard to W. Eighth Street a distance of approximately 0.33 mile

Place 4" of base rock, binding course and 3" asphaltic concrete paving 32' in width.

Item	Quantity	@	Total
Blade Grader	30 hrs	$12.00	$360.00
2½"-0 in base	1000 cuyds	3.00	3000.00
3/4"-0 in base	350 cuyds	4.00	1400.00
Adjust manholes	6 ea.	50.00	300.00
Sprinkling	30 M.gal	3.00	90.00
RS2 in Binder Course	10 tons	50.00	500.00
Class "B" Asphaltic Concrete	1200 tons	10.00	12000.00
RS2 in seal coat	6 tons	50.00	300.00
Aggregate in seal coat	16 cuyds	5.00	80.00
Prel. Est. of Const. Cost			$18,030.00
12½% Engr & Contingency			2253.75
Survey			250.00
Flagging			150.00
			$20,683.75

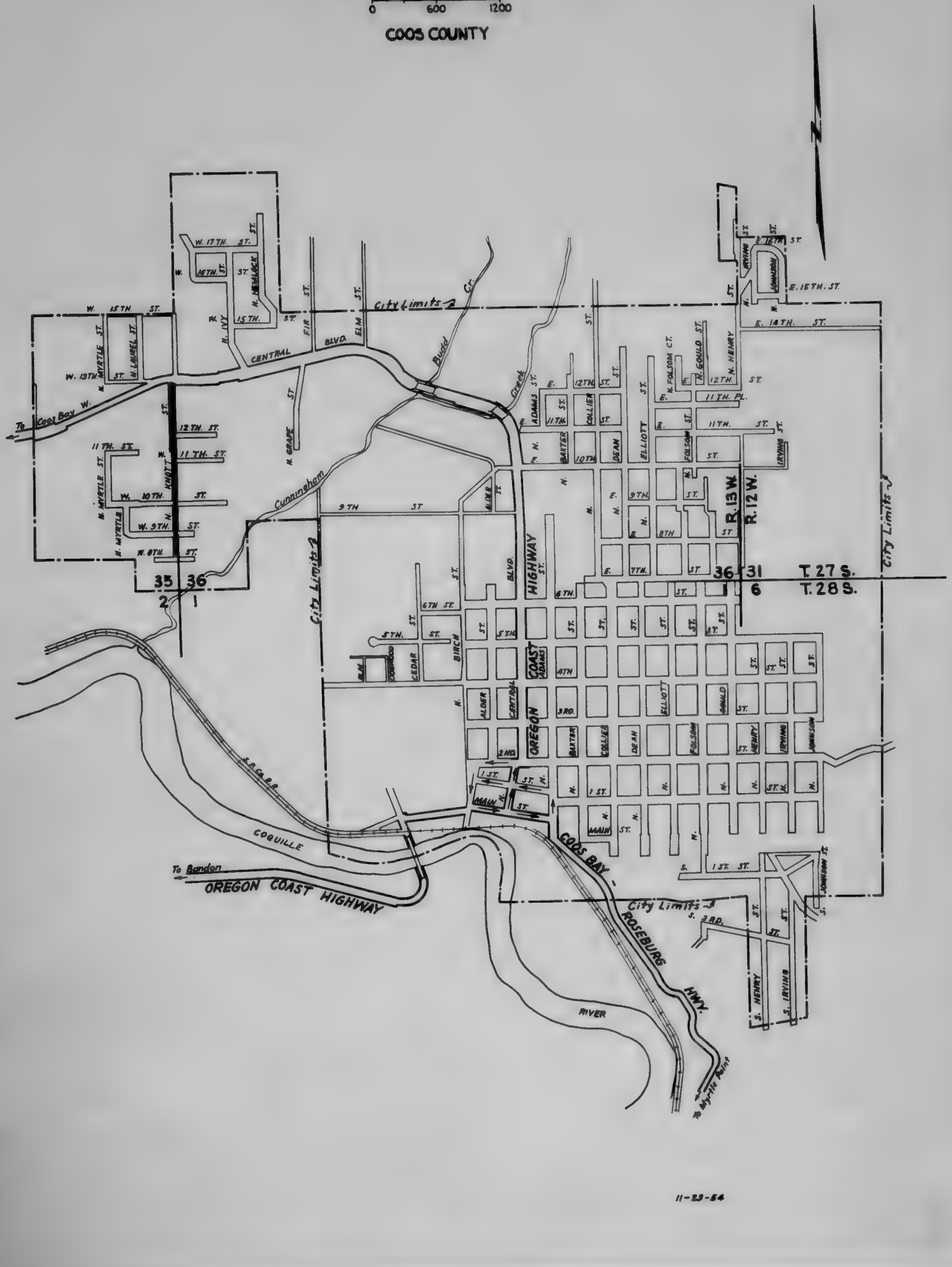
Total Prel. Est. $20,700

no. 31

COQUILLE

Scale in Feet
0 600 1200

COOS COUNTY



11-23-54

CITY OF COQUILLE
OREGON

NOTED
J. W. CATT

September 28, 1955

John W. Cattrall
Engineer, County and City Relations
State Highway Dept.
Salem, Oregon

Re: Special City
Allotment Fund

Dear Sir:

This is to state that should the Highway Department find our request for the surfacing of Knott Street from Highway 101 South to Eighth Street an acceptable project for sharing in the special fund, and should the cost of such project run in excess of the maximum of $15,000 which can be allocated, then the City of Coquille does hereby agree to finance all cost in excess of this amount.

Yours truly,

CITY OF COQUILLE

Geo. F. Burr
Geo. F. Burr, Mayor

H.N. Crim, Recorder

NOTED
J. F. HAGE

RECEIVED
SEP 30 1955
[illegible]

RECEIVED
SEP 30 1955
OREGON
STATE HIGHWAY COMMISSION

no 31

$250,000 project 1955

6-28-55

Coquille

With I. M. Huddleston investigated the condition and use of Second Street - E. Tenth Street and N. Knott Street.

Second Street is paved with P.C.C. 25' width and curbed. Pavement is in good condition, City wishes to have the street widened as the traffic has increased until the street is too narrow.

Advised Mr. Huddleston that under our operating policy we could not assist them in a widening program, as the present street was in good condition

E. Tenth Street is also paved with P.C.C. 20' width with curbs. The condition the same as Second Street.

Knott Street has recently been curbed 32' width, has a gravel surface in poor to fair condition.

This street is an artery from a recently built housing area, a very sudden increase in population in the area.

Believe we can legally recommend a paving project, need additional base rock & City will pay all costs above $15,000.

HCG

9-28-55

Saw Mr. Huddleston who said he would write a letter stating ~~City [illegible]~~ that City had money and would pay all cost above $15,000.00

HCG

10-10-55

Looked the project over with Morgan & Edwards they agreed as to need & estimate asked for 200.00 survey.

HCG

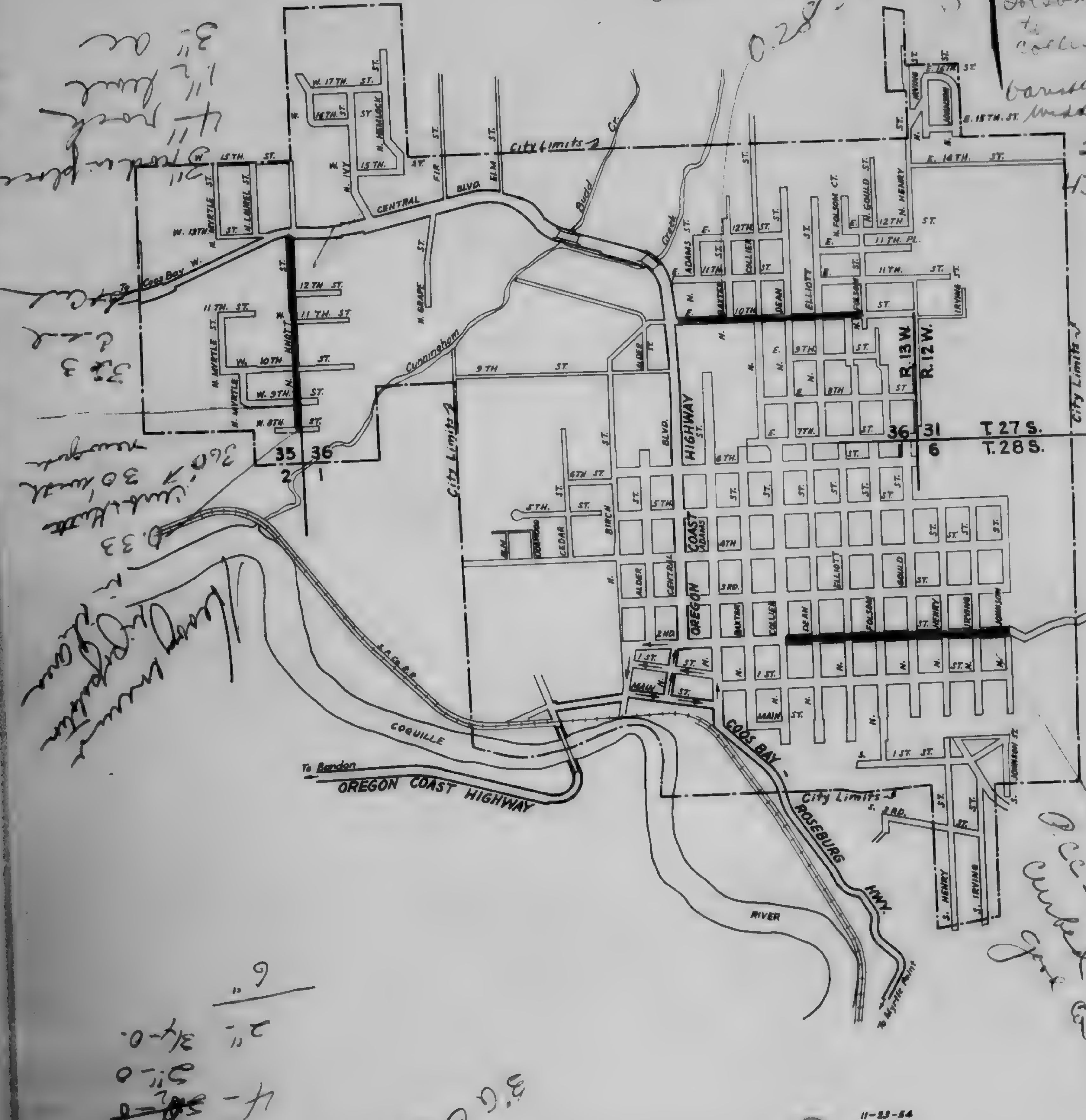
J. M. Huddleston

31

COQUILLE

Scale in Feet
0 600 1200

COOS COUNTY



Cmasilola city
0.28' - P.C.C. curbed 20'
good condition

Folson
to
Collier

Vanstle
Middleton

25'

43'

0.38
P.C.C. - 25'
curbed
good condition

Heavy vegetation in the area

0.33

Curb & Gutter
360' → 30' width
new grade

3" 3
[illegible]

[illegible] Curb

3" rock in place
4" rock
1½" level
3" ac

3" A.C.

No. 31

4" - ~~3½-0~~
2" - 0
2" 3/4-0.
6"

No. 31

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 16, 1955

Mr. H. N. Crim
City Recorder
Coquille, Oregon

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of ___Coquille___ requesting aid from the annual $250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the _1956_ program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

NOTED
J. F. HAGEMANN

No. 31

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Coquille is an incorporated city of the State of Oregon, and has a population of 4616, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

Knott Street from Highway 101 South to 8th Street,

10th Street from Highway 101 East to Folsom Street,

2nd Street from Collier Street East to Johnson Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Knott Street from Highway 101 South to 8th Street,

10th Street from Highway 101 East to Folsom Street,

2nd Street from Collier Street East to Johnson Street,

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Coquille does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate I.M. Huddleston as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of June, 1955.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Coquille at a regular or special meeting of said Council, held on the 6th day of June, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

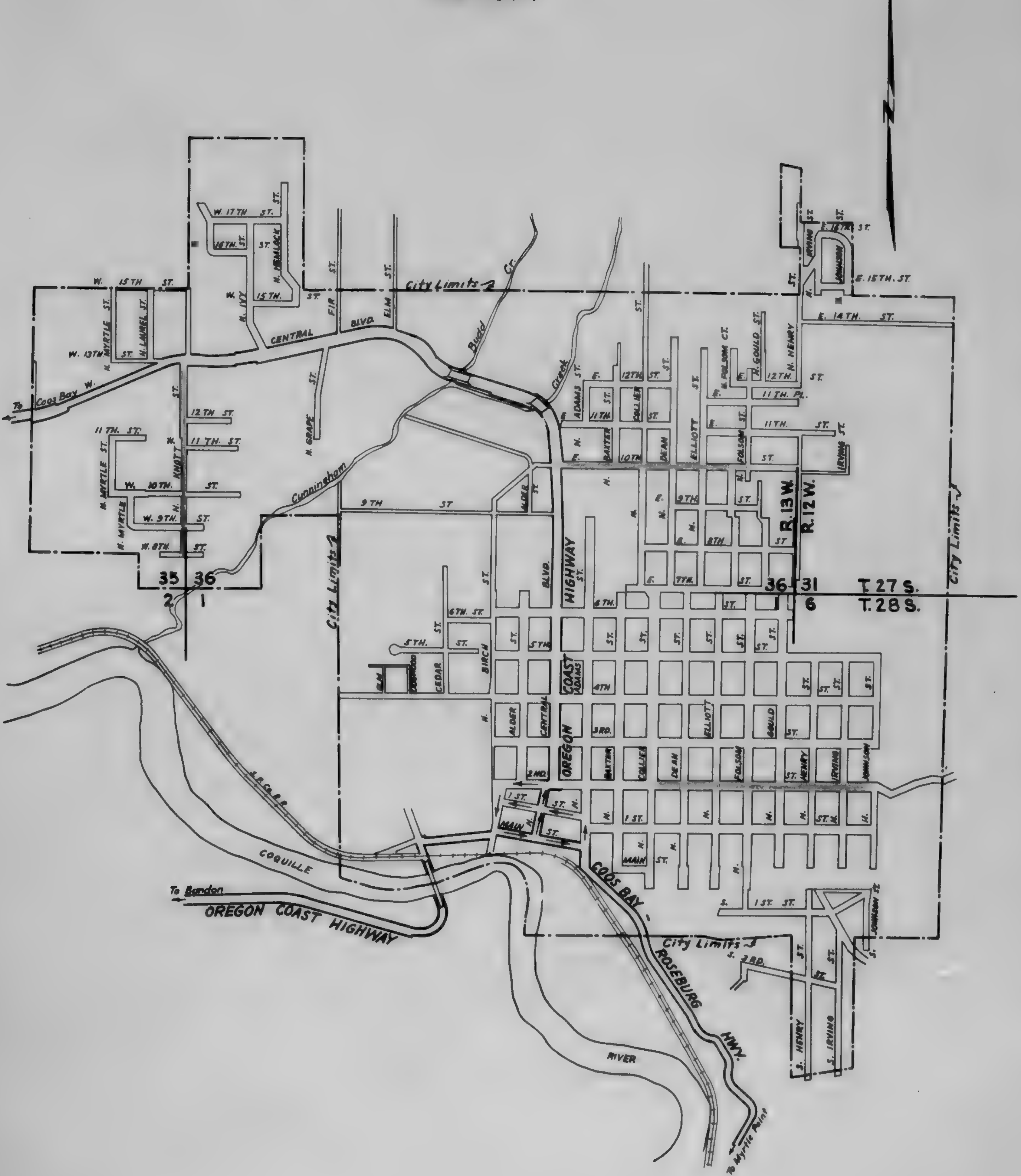
Dated this 8th day of June, 1955.

City Recorder

COQUILLE

Scale in Feet
0 600 1200

COOS COUNTY



11-23-54

Geo. F. Burr, Mayor

Councilmen:
R. G. Creager
Wilferd Laird
L. T. DeGroat
R. B. Mason
Grant VanDoren
Dr. P. T. Wolfe

CITY OF COQUILLE
OREGON

I. M. Huddleston
City Engineer
H. N. Crim
Recorder, Treasurer
Municipal Judge
G. W. McMullen
Chief of Police
Tallant Greenough
City Attorney

March 25, 1955

KNOTT STREET--HWY 101 to 8th ST. -- SANFORD HEIGHTS ACCESS ROAD

The Sanford Heights area came into the City of Coquille in September of 1951. The access road (Knott Street) was a narrow gravel road serving the entire area of 60 acres containing about 60 homes and 200 people.

The entrance of the area into the City of Coquille immediately started the area to growing. At the present time there are 115 homes and an estimated 400 to 450 people. This is twice the population in 1951. The narrow gravel road soon proved inadequate and very dusty.

The City of Coquille provided an 8" water main to the area at a cost to the city of $ 20,000.

The people in the area petitioned for a sewer project which was installed in 1954 at a cost of $ 25,000 or approximately $ 225.00 per 50 x 100 lot. This amount was assessed against the property in the area.

The people in the area petitioned for a street improvement of the access road in 1954. This project followed the sewer project the cost was $ 18,000. The city paid $ 3000.00 of this amount. The other $ 15,000 was assessed against the property bordering on the access road. The average cost per 50 foot lot was $ 325.00 This project consisted of grading, storm drains, concrete curbs and 8" of compacted base rock.

The street now is to line and grade. The width is 32' face of curb to face of curb. It has satisfied every thing except the fact that it is gravel and the volume of traffic due to the expanded population is making a dust bowl of the area. The people themselves would like to pave it but have already paid roughly $ 550.00 per lot for improvements and cannot stand additional assessments at this time.

The city is asking that this be considered as a paving project and the city further agrees to pay 15% of the cost of doing the same.

[illegible]
[illegible]
[illegible]
[illegible]

Geo. F. Burr, Mayor

Councilmen:
R. G. Creager
Wilferd Laird
L. T. DeGroat
R. B. Mason
Grant VanDoren
Dr. P. T. Wolfe

CITY OF COQUILLE
OREGON

I. M. Huddleston
City Engineer
H. N. Crim
Recorder, Treasurer
Municipal Judge
G. W. McMullen
Chief of Police
Tallant Greenough
City Attorney

March 25, 1955

10th Street Hwy 101 to Folsom Street.

By reason of the topography of the City Coquille has only three streets openeed up in a East West Direction. One of these is loth Street. At the present it is a paved street (concrete with curbs and is in adequate in width for the maount of traffic it carries. Coquille special census 1955 shows the population served by this arterial street to have increased 23%. It also serves the County Road from Fairview coming into the City. We would like this to be widened and paved full width .

The City of Coquille will be willing to pay 15% of this cost.

OFFICE OF
I. M. HUDDLESTON
CITY ENGINEER
COQUILLE, OREGON

Geo. F. Burr, Mayor

Councilmen:
R. G. Creager
Wilferd Laird
L. T. DeGroat
R. B. Mason
Grant VanDoren
Dr. P. T. Wolfe

CITY OF COQUILLE
OREGON

I. M. Huddleston
City Engineer
H. N. Crim
Recorder, Treasurer
Municipal Judge
G. W. McMullen
Chief of Police
Tallant Greenough
City Attorney

March 25, 1955

SECOND STREET COLLIER TO JOHNSON STREET.

Second Street is another of our three East West streets that is rapidly becoming obsolete due to the narrow width and the increase traffic.

This street is the feeder street into town for a population of over 2000 people. It becomes a county road on the extreme East end and also leads to the City Dump. Many business have sprung up along this street in addition to a Grammer School.

I am sure the Highway dept. is aware of this matter of streets becoming obsolete due to increased traffic with out my dwelling on the matter.

The City of Coquille will be willing to pay 15% of the Cost of Widening this project.

OFFICE OF
I. M. HUDDLESTON
CITY ENGINEER
COQUILLE, OREGON

310-1725 Reedsport (Winchester Ave.) 1956
Paving
4696

RECEIVED
MAY 27 1957
FOR FILING

May 20th, 1957

FINAL COST ANALYSIS

Newport (Winchester Ave.)
Contract #4696

4696

Paving
The United Contracting Co., Contractors
John L. Sumner, Resident Engineer

City Street
Prefix 310-1725

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Asphaltic Concrete Mixture	1,082.245	Ton	$11.15	$ 7.96	$ 8,616.65	$12,067.03
85-100 Asphalt in Mixture	68.64	"	35.00	32.68	2,243.00	2,402.40
3/4"-0 Material in Shoulders	419.5	Cu. Yd.	4.50	4.18	1,756.26	1,887.75
Sprinkling	25.5	M/Gal.	5.00	4.05	103.39	127.50
					$12,719.30	$16,484.68

Gross Revenue	$16,484.68
Total Cost	12,719.30
Net Profit	$ 3,765.38

Net Profit Equals 22.84% of Gross Revenue

NOTED
W. C. WILLIAMS

Detail of Cost

Labor:				
Labor			$3,969.50	
Labor Insurance			287.79	
Health & Welfare			109.16	
				$ 4,366.45
Materials:				
85-100 Asphalt	68.64 Tons	at $32.50	$2,230.80	
Aggregate	1,395.5 Cu. Yd.	" 2.25	3,139.88	
				5,370.68
Equipment Rental & Misc. Supplies:				
Equipment Rental			$ 925.17	
Gas, Oil & Grease			559.94	
Fuel Oil			240.85	
Freight & Cartage			1,038.72	
Bond			79.89	
Small Tools & Misc. Supplies			18.50	
Home Office & General Overhead			119.10	
				2,982.17
Total Cost				$12,719.30

/

Remarks:

This was a "City Project" calling for construction of 0.54 mile of stone shoulders involving 419.5 cu. yd. of crushed materials and 0.54 miles of asphaltic concrete pavement on Winchester Avenue in the city of Reedsport.

This project was bid April 27th, 1956 and awarded May 8th, 1956. Work started September 27th and was completed October 6th, 1956. Final received November 8th.

The contractor moved in his portable asphalt paving plant and set up on the south bank of Smith River, approximately one mile north of Reedsport, on September 27th. Approximately 300 cu. yd. of leveling course was placed using two 8-yard trucks, the aggregate being purchased from the Umpqua Navigation Co. for $2.25 per cu. yd.

On October 1st the asphaltic concrete pavement was started and was completed October 3rd. Eight trucks were used to haul the asphaltic concrete. One Barber-Greene and two rollers were used for laying and finishing. The aggregate and sand used in the asphaltic concrete were also purchased from the Umpqua Navigation Co. for $2.25 per cu. yd. On October 6th the balance of the shoulder material was placed, completing the contract.

With high bid prices and the fact the contractor had other work in the area to offset moving in and out, a large profit was realized.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

Form A-150—10M—7-56

C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 49855

City of Reedsport
Reedsport, Oregon

Attn: Mr. I. O. Johnson, Recorder

Date March 15, 1957

Your Req. No.

J. F.

Billing Request No. cc 305

Credit distribution: 310-1725-895

Final billing, city's share of total cost of Winchester Avenue paving job, City of Reedsport, Contract No. 4696. Covered by agreement dated February 17, 1956.

Advance Deposit		3,550.00
Total Cost as per attached statement	18,052.05	
Less agreed state's share	15,000.00	
Amount due from City		3,052.05
To be refunded		$497.95

RECEIVED
MAR 15 1957

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

State Printing 96065

State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

HCA:mm
Att.

NOTED
C. G. SWENSON

NOTED
V. R. JONES

March 15, 1957

NOTED
Harold C. Ayers

Mr. I. G. Johnson
City Recorder
Reedsport, Oregon

[illegible]
J. [illegible]

Dear Mr. Johnson:

Final costs are now available for the paving project on Winchester Avenue, and as per the agreement dated February 17, 1956, a refund is now due the city.

As shown in the attached statement, the total cost of the project was $18,052.05, the State share was $15,000, and the City share $3,052.05. As the City made an advance deposit of $3,550 a refund of $497.95 is due. A check in this amount will be forwarded within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

HCA:mm
Att.

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT — **ITEMIZED STATEMENT**

March 14, 1957

REEDSPORT
Special City Allotment Project
Paving of Winchester Avenue
Contract No. 4696

PAYMENTS TO CONTRACTOR

Item	Quantity		$	Total
1. Asphaltic concrete in mixture	1082.245	tons	$11.15	$12,067.03
2. 85-100 asphalt in mixture	68.64	tons	35.00	2,402.40
3. 3/4"-0" in shoulders	419.5	c.y.	4.50	1,887.75
4. Sprinkling	25.5	M/gal.	5.00	127.50
Subtotal, Contract Items				$16,484.68
Construction Engineering				1,449.30
Survey				118.07
Total Cost				$18,052.05
Less Agreed State Share				15,000.00
City Share of Cost				$ 3,052.05
City Advance Deposit				3,550.00
REFUND DUE CITY				$ 497.95

Date: [illegible]

To the Accounting [illegible]

[illegible]

Warrant Mailed [illegible]

HCA:[illegible]

RECEIVED
DEC 11 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 5, 1956

310-1725		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4696	2-Final	United Contracting Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25906	H-167078	$ 500.00	12/5/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 9-30-56

Time Extensions: to 10-6-56

Completion Date: 10-6-56

Date Accepted: 11-8-56

Penalties: none

Claims: none

Remarks:

Date: 12-6-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 10 1956
Ruth Rawlings

OTED ON CARD

RECEIVED
NOV 29 1956
FOR FILING
310-1725

4696

November 29, 1956

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4696 for paving on the Reedsport (Winchester Avenue) City Street Section in Douglas County was completed by the contractor, The United Contracting Co., on October 6, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $500.00 will be released to the contractor on or after December 10, 1956. The total contract amount is $16,484.68 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

NOTED ON CARD

RECEIVED
NOV 29 1956
FOR FILING

310-1145

4.11

November 28, 1956

The United Contracting Co.
P. O. Box 5075
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from September 30, 1956 to October 10, 1956 within which to complete your contract No. 4696, for paving on the Reedsport (Winchester Avenue) City Street Section in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request to October 6, 1956, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: F. D. Norman,
Division Engineer

John Gunter,
Resident Engineer

Tom Edwards,
Construction Engineer

NOTED
Harold C. Ayers

November 19, 1956

Mr. I. G. Johnson
City Recorder
Reedsport, Oregon

NOTED
[illegible]

NOTED
J. F. HAGEMANN

Dear Sir:

This is to advise you that Contract No. 4696 with the United Contracting Company for paving on Winchester Avenue was completed on October 6, 1956.

Under the terms of the agreement dated February 17, 1956, the City assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson

Clarence G. Swenson
Acting Engineer, County and City Relations

JDG:mm

NOTED
JOHN D. GRAHAM

RECEIVED
NOV 5 1956
FOR FILING

310-1725
4696

November 2, 1956

CERTIFIED MAIL

American Surety Company
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to The United Contracting Company in connection with contract No. 4696, for paving on the Reedsport (Winchester Avenue) City Street Section in Douglas County. This payment, in the amount of $15,984.68, will be released to the contractor on or after November 12, 1956. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc

NOTED ON CARD

RECEIVED
OCT 30 1956
FOR FILING

31-1125

4696

October 30, 1956

Oregon State Highway Commission

Request for extension of time
No. 18
November 8 and 9 meeting

Gentlemen:

Herewith is a request from the United Contracting Company for an extension of time on the Reedsport city street paving project, Contract No. 4696, from September 30, 1956 to October 10, 1956.

This contractor had several other small State projects in this area, and in order to coordinate the work between these it was found expedient to start at a later date than normal. This contract was completed in a satisfactory manner on October 6, 1956, without additional cost to the State, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAP:of fn

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

310-1725

For Week Ending October 13, 1956

Section Reedsport (Winchester Ave)

Kind of work Paving

Highway City Street

Section prefix 310-1725

Contractor United Contracting Co.

Contract number 4696

Date of contract May 8, 1956

Date of completion September 30, 1956

Date work started September 27, 1956

Estimated date of completion October 11, 1956

Project authorization $18,199.69

Exclusive of Engineering $16,905.49

Per cent of time elapsed 104%

Estimated cost of completed project, exclusive of engineering $16,905.49

Estimated per cent overrun or underrun none %

Per cent of contract completed, based on total contract price 100%

Engineering authorization $1,294.20

Engineering cost to date $400, 33%

Date project was completed October 6, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shoulder rock was placed Sat. Oct. 6, and equipment moved out the same day.

This Project is finished. This is the final weekly report.

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
C. E. PAUL

Signed John L. Gunter

Address Box 496 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.54			0.54
Miles partially completed		0.54			
Miles completed					0.54
Total estimated quantities (contract)		150		70 ton	1150 ton
Total quantities corrected to date		329		70	1082
Estimated quantities moved or placed to date		329		70	1082
Average daily quantities		329		30	450
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	" ~~Rain~~		
Wednesday	Rain ~~Showers~~		
Thursday	Showers		
Friday	Showers		
Saturday			

RECEIVED
MAY 29 1956
FOR FILING

311-125
4696

May 29, 1956

The United Contracting Co.
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4696, which was awarded to you on May 8 by the State Highway Commission, covering paving on the Reedsport (Winchester Avenue) City Street Section in Douglas County.

We are also sending the surety on your performance bond a copy of this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

May 9, 1956

NOTED
Harold C. Ayers

Mr. I. G. Johnson
City Recorder
Reedsport, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Dear Sir:

This will acknowledge receipt of Check No. 3987 in the amount of $3,550 as the advance deposit for the paving of Winchester Avenue in Reedsport.

On May 8, 1956 the State Highway Commission awarded Contract No. 4696 to the United Contracting Company for the above mentioned project. Enclosed for the City's information and records is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

RECEIVED
MAY 31 1956
FOR FILING

31a-1725
4696

NOTED
J. Mc C.

May 8, 1956

The United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 27, 1956 accepted your proposal for paving Winchester Avenue at Reedsport in Douglas County for the sum of $15,977.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4696.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
$
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 8, 1956
11:21 a. m.

The United Contracting Company
Portland, Oregon

Contract for paving Winchester Avenue in Reedsport, Douglas County, for which you submitted low bid on April 27, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files ✓

Very truly yours,

R. H. Baldock
State Highway Engineer

By John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

RECEIVED
MAY 7 1956
C[illegible]IONS

HCA:mm
Encl.

Sorry - Overlooked

[illegible]

RECEIVED
MAY 7 1956
STA[illegible]ION

~~FORM E-135 90M REVISED 9-53~~

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 3, 1956

Mr. I. G. Johnson
City Recorder
Reedsport, Oregon

Dear Sir:

The Accounting Division has returned City of Reedsport Check No. 3987, sent as the advance deposit on the paving project on Winchester Avenue, to us with the request that we return it to you to complete.

The amount in words has been omitted in writing this check and might result in a rejection at some point if it were presented for payment. We are returning the check to you and ask that you fill in the amount and return it to us at your earliest convenience.

Very truly yours,

R. H. Baldock
State Highway Engineer

By John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RECEIVED
MAY 7 1956
CO [illegible] RELATIONS

HCA:mm
Encl.

Sorry - Overlooked

Chk sent to [illegible] Div.
5/7/56

RECEIVED
MAY 7 1956
STA [illegible] SION

FORM 230—30M—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. [illegible]

Salem, Oregon
May 3, 1956

SUBJECT: Advance Deposit from City of Reedsport

To: John W. Cattrall
County & City Relations Division
Building

NOTED
J. F. [illegible]

NOTED
J. W. CATTRALL

Attached is check No. 3987 in the amount of $3,550.00 from the city of Reedsport, which has been submitted as an advance deposit for the city's share of the Winchester Avenue project. The amount in words has been omitted in writing this check. This might result in a rejection at some point if it were presented for payment. To avoid this possibility, we ask that you send this check back to the city, and ask them to enter the amount in words and return to us.

C. H. Maison
Auditor

By: D B Taylor
D. B. Taylor
Assistant Auditor

DBT:rh
Encl.
cc Floyd Query

Check received
5-7-56 by
Floyd. Query

FORM 230—50M—4-54—74388

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1956

NOTED
Harold C. [illegible]

SUBJECT: Advance Deposit from City of Reedsport

To: John W. Cattrall
County & City Relations Division
Building

NOTED
J. F. [illegible]

NOTED
J. W. CATTRALL

Attached is check No. 3987 in the amount of $3,550.00 from the city of Reedsport, which has been submitted as an advance deposit for the city's share of the Winchester Avenue project. The amount in words has been omitted in writing this check. This might result in a rejection at some point if it were presented for payment. To avoid this possibility, we ask that you send this check back to the city, and ask them to enter the amount in words and return to us.

C. H. Maison
Auditor

By: D B Taylor
D. B. Taylor
Assistant Auditor

DBT:rh
Encl.
cc Floyd Query

Check received
5-7-56 by
Floyd. Query

RECEIVED
MAY 22 1956
FOR FILING

FORM 230—10M—2-55—82906
316-1725

4696

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1956

SUBJECT: Special City Allotment Project
Reedsport

To: Mr. G. S. Paxson
OFFICE

We have received this date the City of Reedsport's advance deposit covering the Special City Allotment project on Winchester Avenue.

This project is now clear for award of contract.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:mm

cc: Mr. S. H. Probert

5/3/56
This is still held pending rewriting of County check.

RECEIVED
MAY 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

April 30, 1956

NOTED
Harold C. Ayers

Mr. I. G. Johnson
City Recorder
Reedsport, Oregon

NOTED
J. W. CATTRALL

J. F. [illegible]

Dear Sir:

On April 27, 1956, the State Highway Commission received a bid on the paving project on Winchester Avenue in Reedsport. The bid was submitted by the United Contracting Company of Portland, Oregon, and the revised estimate based on this bid is as follows:

Contract Items	$15,977.50
Flagging	200.00
Engineering & Contingencies	2,022.19
Survey	400.00
Total.......	$18,599.69

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with this project, an advance deposit of $3,550 is required. Please make this deposit by means of a check made payable to the State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until this deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

RECEIVED
MAR 13 1956
FOR FILING

file

Salem, Oregon
March 7, 1956

Sp. St. Tax St. Fund

61

Mr. John W. Cattrall
County & City Relations Engineer
Office

Attached hereto is a conformed copy of an agreement with the City of Reedsport covering the Special City Allotment project on Winchester Avenue in Reedsport.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Reedsport, Oregon.

H. B. Glaisyer
Secretary

rn
Attach: 1

FORM 230—50M—2-55—62866

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1956

SUBJECT: $250,000 Fund Agreement
City of Reedsport

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project on Winchester Avenue in Reedsport.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 19, 1955.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-19-55 Minute Page 32
Secretary

RECEIVED
FEB 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 8 - 1956
FOR FILING

March 7, 1956

Mr. I. G. Johnson, City Recorder
City Hall
Reedsport, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Reedsport covering the Special City Allotment project on Winchester Avenue in Reedsport.

Very truly yours

ORECON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

10-28-55

Preliminary

Cost Estimate

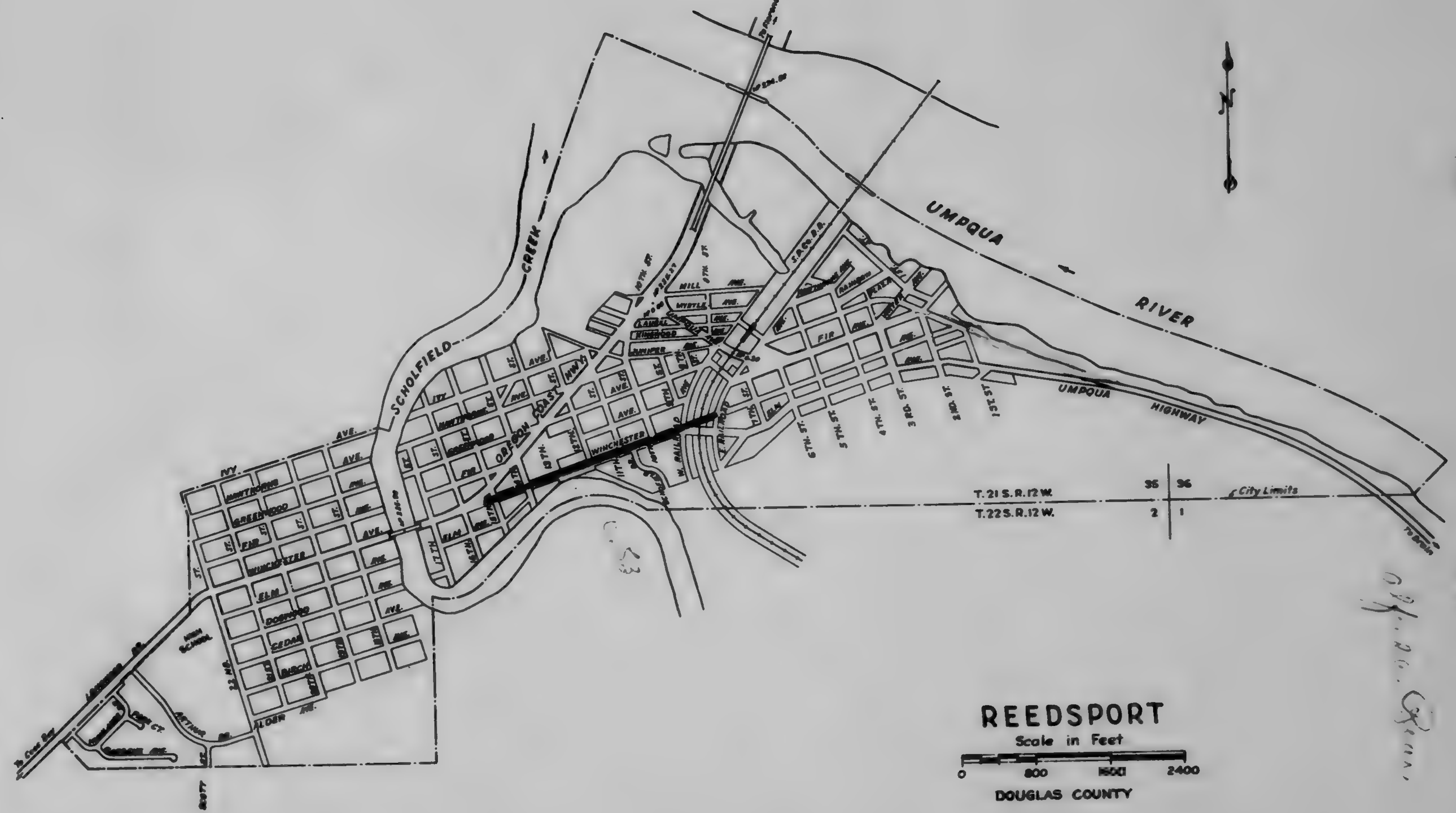
Winchester Avenue from 13th Street to Railroad Avenue a distance of approximately 0.53 mile.

Place 3" asphaltic concrete 20' width on [illegible] [illegible] [illegible]

[illegible]	Quantity	$	Total $
Emulsified asphalt for tack coat	2 tons	70.00	140.00
Class "I" asphaltic concrete	1130 tons	14.00	15820.00
3/4" [illegible] shoulders	320 cu yds	3.80	1216.00
RC 2 for seal coat	6 tons	70.00	420.00
Aggregate for seal coat	25 cu yds	6.50	162.50
Total Cost of Const Cost			$ 17,758.50
12½% Eng & Cont.			2219.81
Surveying			400.00
Drainage			200.00
			$ 20,578.31

$20,590

15



REEDSPORT

Scale in Feet

0 800 1600 2400

DOUGLAS COUNTY

Rev. 6-4-32

7.n.15

Reedsport

Winchester Avenue has an oil surface in poor conditions and is failing. Excessive wear due to heavy through traffic. Is used as a truck route connecting between Highway 101 and the Umpqua Highway. This is in need of resurfacing, asked City to [illegible] [illegible] [illegible] the first [illegible] [illegible] oil possible

HGA.

10-2-55

Talked to Mr. Edwards & mayor of the need and they agreed it was a needed project.

HGA

ORDINANCE NO. 411

2-56

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF REEDSPORT, OREGON, AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF WINCHESTER AVENUE FROM OREGON COAST HIGHWAY TO EAST RAILROAD AVENUE, AND DECLARING AN EMERGENCY.

WHEREAS, the City of Reedsport, Oregon, has heretofore made application to the State of Oregon, acting by and through the State Highway Commission, for assistance in repairing or reconstructing streets under the provision of O.R.S. 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Winchester Avenue from Oregon Coast Highway to East Railroad Avenue, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and no/100ths Dollars ($15,000.00), the City to pay all costs in excess of $15,000.00, now therefore,

THE CITY OF REEDSPORT DOES ORDAIN AS FOLLOWS:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Reedsport, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Winchester avenue from Oregon Coast Highway to East Railroad Avenue, a distance of approximately 0.54 mile, and is hereby approved and accepted as so submitted.

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement, in triplicate, and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3. WHEREAS, it is necessary that said improvements be made in the spring or summer of 1956, while the weather permits, and whereas, the State Highway Commission cannot award a contract for said improvements until said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health and credit of the people of the City of Reedsport, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approved by the Mayor.

ADOPTED at a special meeting of the Common Council of the City of Reedsport, this 17 day of February, 1956, by the following vote:

AYE 6 NAY 0

APPROVED by the Mayor, this day of February, 1956.

Roy Henderson
MAYOR

ATTEST:

J. G. Johnson
RECORDER

15.

JOHN W. PURVIS
CITY ATTORNEY

H. M. McCABE
CHIEF OF POLICE

TOM LILLEBO
MAYOR

ART TOLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT

REEDSPORT, OREGON

October 28, 1955

Mr. John W. Cattrall
Engineer, County and City Relations.
State Highway Building
Salem, Oregon

Dear Sir:

The City Council approved the proposal to pave Winchester Avenue from East Railroad Ave. to the Junction with U. S. Highway 101 in Reedsport for the estimated cost of $20,500 of which Reedsport's share would be $5,500.

Very truly yours,

Alfred A. Rear
Alfred A. Rear
City Manager

RECEIVED
OCT [illegible] 1955

RECEIVED
STATE [illegible]

RECEIVED
APR 13 1955
ENGINEER
COM [illegible] RELATIONS

4-11-55

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Reedsport is an incorporated city of the State of Oregon, and has a population of 3038, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

Winchester Ave. from its intersection with East Railroad Avenue to its intersection with U. S. Highway 101.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Winchester Ave. from its intersection with East Railroad Avenue to its intersection with U. S. Highway 101.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Reedsport does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Alfred A. Rear as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11 day of April, 1955.

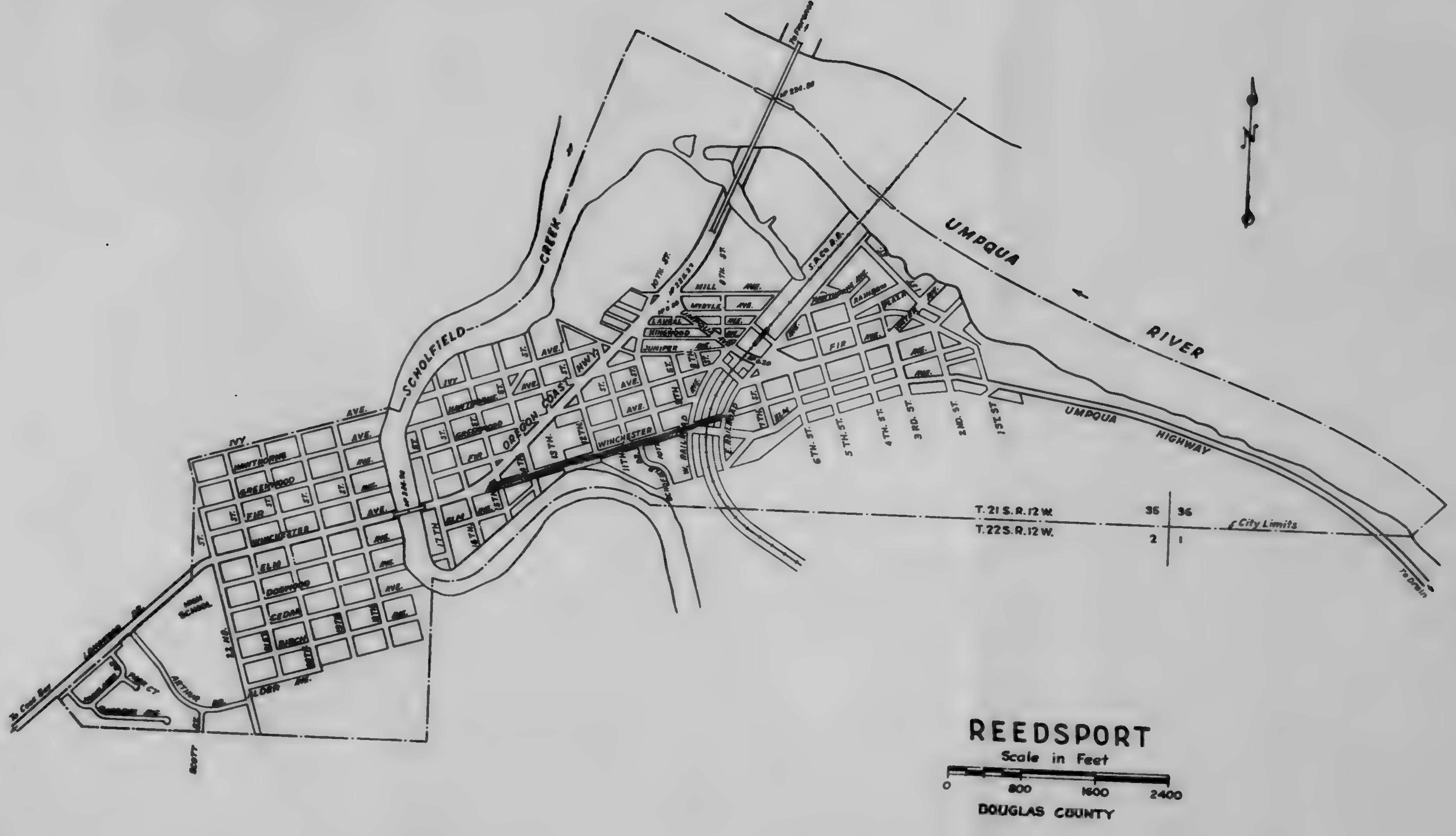
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Reedsport at a regular or special meeting of said Council, held on the 11 day of April, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12 day of April, 1955.

D G Johnson
City Recorder



REEDSPORT

Scale in Feet
0 800 1600 2400

DOUGLAS COUNTY

Rev. 6-4-52

306-1711 Empire (Michigan Ave. & 1956
Morrison St.) Paving
4697

Form A-150—10M—7-56

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
FEB 15 1957

Invoice No. 49520

Date February 14, 1957

Your Req. No.

Billing Request No. CC-296

Credit distribution: 306-1711-295

City of Empire
Empire, Oregon

Attention of Mr. Fred [illegible] Dyer, City Recorder

Advance Deposit 3,300.00

Final Billing City's share of total cost of Michigan Avenue and Morrison Street paving project, City of Empire, Contract No. 4697, covered by agreement dated March 1, 1956.

Total Cost as per attached	16,315.10	
Less Agreed State Share	15,000.00	
Amount Due from City		1,315.10
To be Refunded		$1,984.90

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

State Printing 96085

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

HCA:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
V. R. JONES

February 13, 1957

Mr. Fred C. Dyer
City Recorder
Empire, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Final costs are now available on the Special City Allotment project on Morrison Street and Michigan Avenue in Empire. Attached you will find an itemized statement of the final costs for your records.

As provided in the agreement between the city and state, the city is to pay all costs in excess of $15,000 and therefore promade an advance deposit of $3,300. As the final cost of the project was $16,315.10 a refund of $1,984.90 is due the city and a check in this amount will be forwarded by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

HCA:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

February 11, 1957

OREGON STATE HIGHWAY DEPARTMENT ITEMIZED STATEMENT OF FINAL COSTS

Empire Special City Allotment Project
Contract No. 4697
Paving on Michigan Avenue and Morrison Street

PAYMENTS TO CONTRACTOR

	Item	Quantity		@	Total
1.	3/4"-0 material in leveling course	306	c.y.	$ 5.40	$ 1,652.40
2.	Sprinkling	23.8	M.gal	3.00	71.40
3.	Asphaltic concrete	1,180.138	Tons	8.80	10,385.21
4.	85-100 asphalt in mixture	70.808	Tons	36.00	2,549.09

Subtotal, Contract Items......	$14,658.10
State Force Account...........	117.36
Construction Engineering......	1,417.28
Survey........................	122.36
TOTAL COST....................	$16,315.10
Agreed State Share...........	$15,000.00
City's Share as per Agreement	$ 1,315.10
City's Advance Deposit.......	3,300.00
REFUND DUE CITY..............	$ 1,984.90

Date: [illegible]

To the Accounting [illegible]

Warrant Mailed: [illegible]

HCA:mm

RECEIVED
DEC 11 1956
FOR FILING

306-1711

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 5, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4697	2-Final	Porter W. Yett

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25936	B-167108	$ 500.00	12/5/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 9-15-56

Time Extensions: none

Completion Date: 8-17-56

Date Accepted: 11-8-56

Penalties: none

Claims: none

Remarks:

Date: 12-6-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 7 1956

Ruth Rawlings

A

RECEIVED
NOV 27 1956
FOR FILING

306-171

4697

November 27, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4697 for paving on Empire (Michigan Ave. & Morrison St.) City Street Section in Coos County was completed by the contractor, Porter W. Yett, on August 17, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $500.00 will be released to the contractor on or after December 7, 1956. The total contract amount is $14,658.10 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

N[illegible]
Harold C. Ayers

November 19, 1956

[illegible]

Mrs. Ida Rondeau
City Recorder
Empire, Oregon

N[illegible]
J. F. [illegible]

Dear Madam:

This is to advise you that Contract No. 4697 with Porter W. Yett for paving on Michigan Avenue and Morrison Street was completed on August 17, 1956.

Under the terms of an agreement dated March 1, 1956, the City assumed maintenance of and continued jurisdiction over the project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson

Clarence G. Swenson
Acting Engineer, County and City Relations

JDG:mm

NOTED
JOHN D. GRAHAM

ROY TUCHBREITER
PRESIDENT

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

RECEIVED
OCT 31 1956
FOR FILING

306-1711

TATE, WESTENFELDER & BERG, CO.
410 WILCOX BUILDING
PORTLAND 4, OREGON

4697

file

October 30, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

We are in receipt of a copy of your letter of October 29th, to the Home Office of the Continental Casualty Company stating you are prepared to release semi-final payment to Porter W. Yett under Contract No. 4697.

Our records show that on September 25th, we consented to semi-final and/or final payment to Mr. Yett under the above contract, however, if payment was not made at that time we consent to such release at this time.

Yours very truly

TATE, WESTENFELDER & BERG, INC.

By H. F. Westenfelder

Attorney-in-Fact
for CONTINENTAL CASUALTY COMPANY

HW:na

NOTED
H. B. GLAISYER

RECEIVED
OCT 31 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 29 1956
FOR FILING

306-1711

4697

October 29, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett in connection with contract No. 4697, for paving on the Empire (Michigan Avenue & Morrison Street) City Street Section in Coos County. This payment, in the amount of $14,158.10, will be released to the contractor on or after November 8, 1956. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP [illegible] 1956
FOR FILING

RO[illegible]
PRESIDENT

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY
GENERAL OFFICE CHICAGO, ILLINOIS

file

A

306-1711

4697

TATE, WESTENFELDER & BERG, CO
410 WILCOX BUILDING
PORTLAND 4, OREGON

September 25th,1956

NOTED
FLOYD QUERY

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

The Continental Casualty Company, Surety, Consents to the semi-final and/or final payments to Porter W. Yett under Contract No. 4697 Empire (Michigan Avenue and Morrison Street) Section, Empire, Oregon.

CONTINENTAL CASUALTY COMPANY

By H. F. Westenfelder
Attorney-in-Fact

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
SEP 2 6 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP [illegible] 1956
FOR FILING

ROY [illegible]
PRESIDENT

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

306-1711

4697

TATE, WESTENFELDER & BERG, CO
410 WILCOX BUILDING
PORTLAND 4, OREGON

September 25th,1956

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FLOYD QUERY

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Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

The Continental Casualty Company, Surety, Consents to the semi-final and/or final payments to Porter W. Yett under Contract No. 4697 Empire (Michigan Avenue and Morrison Street) Section, Empire, Oregon.

CONTINENTAL CASUALTY COMPANY

By H. F. Westenfelder
Attorney-in-Fact

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
SEP 26 1956
OREGON
STATE HIGHWAY COMMISSION

Form E-1—[illegible]—1-56

GON STATE HIGHWAY DEPARTM T

[illegible]

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

		For Week Ending	August 18, 1956
Section	Empire (Michigan Ave. & Morrison St.)	Kind of work	Paving
Highway	City Street	Section prefix	306-1711
Contractor	Porter W. Yett	Contract number	4697
Date of contract	May 10, 1956	Date of completion	Sept. 15, 1956
Date work started	August 10, 1956	Estimated date of completion	August 16, 1956
Project authorization	$ 18,207.00	Per cent of time elapsed	77 %
Exclusive of Engineering	$ 16,912.28		

Estimated cost of completed project, exclusive of engineering $ 16,912.28

Estimated per cent overrun or underrun none %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1,294.72

Engineering cost to date $ 1000.00, 77 %

Date project was completed Aug 16, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed entire project this week.

306 c.y. 3/4 - 0 Leveling

1190 ton A.C.

Noted
M. N. Juve

TOM EDWARDS

NOTED
L. H. Young

RECEIVED

NOTED
V. D. WOLFE

Signed John L. Gente

Address Box 496 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAIN NANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.29	0.29	none	0.29	0.29
Miles partially completed					
Miles completed	0.29	0.29		0.29	0.29
Total estimated quantities (contract)	0	530 CY		70 Ton	1,200 Ton
Total quantities corrected to date		306			1,180
Estimated quantities moved or placed to date		306			1,180
Average daily quantities					
Average daily quantities necessary to complete project on time		0			0
Number shifts per day	1				
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAY 29 1956
FOR FILING

306-1711

4697

May 29, 1956

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4697, which was awarded to you by the State Highway Commission on May 10, covering paving on the Empire (Michigan Avenue & Morrison Street) City Street Section in Coos County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 16 1956
FOR FILING
FORM E-30X—50,000—10-54—78484

306-1211

4-17

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1956

SUBJECT: COOPERATIVE CONSTRUCTION PROJECT
Central Avenue, 8th to 14th Street
Empire-Coos Bay Highway
Coos Bay

To: Mr. Forrest Cooper
OFFICE

Attached is a letter to the Legal Division requesting preparation of an agreement covering the above named project.

Will you please check the agreement, and if correct, forward it to Mr. Paxson for transmittal to the Legal Division.

We have been told by Jay Barbee that the water district in Coos Bay is jointly owned by both Coos Bay and North Bend and is known as the North Bend-Coos Bay Water District. This will necessitate a separate agreement covering the movement of the water facilities under the jurisdiction of the Water District and it is our understanding that this will be handled by your office.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: G. S. Paxson ✓

RECEIVED
MAY 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

NOTED
Harold C. Ayers

May 14, 1956

Mrs. Ida Rondeau
City Recorder
Empire, Oregon

NOTED
J. W. CATTRALL

Dear Madam:

We acknowledge receipt of a check from the City of Empire in the amount of $3,300 as the advance deposit for the paving project on Michigan Avenue and Morrison Street.

On May 10, 1956, the State Highway Commission awarded Contract No. 4697 to Porter W. Yett for the above mentioned project. Enclosed for the City's information and records is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

RECEIVED
MAY 31 1956
FOR FILING

206-174

4697

NOTED
J. Mc C.

May 10, 1956

Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission on April 26, 1956 accepted your proposal for the Empire (Michigan Ave. & Morrison St.) Paving Project in Coos County for the sum of $15,984.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4697.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.

Att. Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

S
S
E

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 10, 1956
10:55 a. m.

Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Contract for Empire (Michigan Ave. & Morrison St.) Paving Project in Coos County for which you submitted low bid on April 26, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

NOTED
J. F. HAGEMANN

RECEIVED
MAY 10 1956

RECEIVED
MAY [illegible]
STATE [illegible] COMMISSION

NOTED
J. W. CATTRALL

CITY OF EMPIRE
OFFICE OF
CITY RECORDER

EMPIRE, OREGON

NOTED
Harold C. A[illegible]

May 9, 1956.

Oregon State Highway Dept.,
Sirs;

Enclosed find check for $3,300.00 as per agreement by the city and State.

Sincerely,

City Recorder.

City of Empire Check No. 084
for $3,300.00 to Acctg Div. 5-10-56

NOTED
J. F. HAGEMANN

RECEIVED
MAY 10 1956

RECEIVED
MAY 10 1956
STATE [illegible] COMMISSION

RECEIVED
MAR 8 - 1956
FOR FILING

306-1711

4677

Empire

March 7, 1956

Ida Rondeau, City Recorder
City Hall
Empire, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Empire covering the Special City Allotment project on Michigan Avenue and Morrison Street in Empire.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

1 file

RECEIVED
MAR 13 1956
FOR FILING

306-1711
4697

Salem, Oregon
March 7, 1956

Mr. John [illegible]. Cattrall
County & City Relations Engineer
Office

Empire

Sp. St. Tax St fund
50

Attached hereto is a conformed copy of an agreement with the City of Empire covering the Special City Allotment project on Michigan Avenue and Morrison Street in the City of Empire.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Empire, Oregon.

H. B. Glaisyer
Secretary

FR
Attach: 1

FORM 230—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1956

SUBJECT: $250,000 Fund Agreement
City of Empire

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment project on Michigan Avenue and Morrison Street in Empire.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 19, 1955.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-19-55 Minute Page 32
Secretary

RECEIVED
FEB 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Harold C. Ayers

NOTED
V. R

February 20, 1956

Mrs. Ida Rondeau
City Recorder
Empire, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Dear Mrs. Rondeau:

We acknowledge receipt of your letter of February 17, 1956, in which you ask the State to outline the work the City is to perform.

We wish to call to your attention the resolution passed by the City of Empire on September 20, 1955, which outlines the work the City proposed to do; also correspondence from Mr. Robert L. Thomas, City Attorney, which states that the city engineer has prepared plans and specifications for the proposed construction; and our letter of December 22, 1955, in which we sent you a summary of the State's participation and what the City was to construct.

In summary of the above correspondence, the project as approved by the State Highway Commission is as follows:

City is to grade, construct required drainage, place concrete curbs and 6" of base rock.

State is to place the asphaltic concrete pavement at a cost not to exceed $15,000.

City is to pay all costs in excess of $15,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

ECA:[illegible]

CITY OF EMPIRE
OFFICE OF
CITY RECORDER

EMPIRE, OREGON

Feb. 17, 1956.

Harold C. Ayers
Sir;

I informed the Council of your suggestion that the city complete its part of the improvement on the Morrison, Michigan project as soon as possible,- and they instructed me to ask you to outline the work we are to do.

We are very anxious to co-operate with you in this matter.

Sincerely,

City Recorder.

RECEIVED
FEB 20 1956
ENGINEER
COUNTY CITY RELATIONS

RECEIVED
FEB 20 1956
OREGON
STATE HIGHWAY COMMISSION

ORDINANCE NO. 442

2-16-56

AN ORDINANCE AUTHORIZING THE EXECUTION OF AN AGREEMENT BETWEEN THE STATE OF OREGON, ACTING BY AND THROUGH THE STATE HIGHWAY COMMISSION, AND THE CITY OF EMPIRE FOR THE IMPROVEMENT OF MICHIGAN AVENUE FROM MAIN STREET TO MORRISON STREET, AND MORRISON STREET FROM MICHIGAN AVENUE TO NEWMARK AVENUE, A DISTANCE OF 0.28 MILES, AND PROVIDING FOR THE FORM AND TERMS OF SAID AGREEMENT.

WHEREAS, the City of Empire has heretofore made application to the State Highway Commission for assistance in the construction and reconstruction of streets under the provisions of O.R.S. 366.800 and 366.805;

WHEREAS, the State Highway Commission has accepted such application for the improvement of certain portions of streets in the City of Empire; now, therefore,

THE CITY OF EMPIRE DOES ORDAIN AS FOLLOWS:

Section 1. The Mayor and Recorder of the City of Empire are hereby authorized and directed to enter into an agreement on behalf of the City of Empire with the State of Oregon, acting by and through the State Highway Commission, for the improvement of Michigan Avenue from Main Street to Morrison Street and Morrison Street from Michigan Avenue to Newmark Avenue within the City of Empire, a combined distance of 0.28 miles, which said contract shall provide for the State Highway Commission to pay a sum not to exceed $15,000.00 for the cost of said improvement and for the City of Empire to pay any or all costs in excess of $15,000.00; and a copy of such agreement is attached hereto and is by reference made a part hereof.

Section 2. The Mayor and Recorder are further authorized and directed to execute said agreement in triplicate and deliver the same to the State Highway Commission for execution.

Section 3. Whereas it is necessary for said improvement to be made in the spring and summer months of 1956 while weather permits; and whereas the State Highway Commission cannot award a contract for said improvement until said agreement has been executed on behalf of the City of Empire; and whereas it is in the interest of the public safety and welfare that immediate action be taken hereon; now, therefore, an emergency is hereby declared to exist, and this ordinance shall be in full force and effect upon its passage by the Council and its approval by the Mayor.

Passed by the Council this 16th day of February, 1956.

Approved by the Mayor this 16th day of February, 1956.

Kenneth E. Collins
Mayor

ATTEST:

Ida Rondeau
Recorder

STATE OF OREGON)
) ss.
COUNTY OF COOS)

I, Ida Rondeau, the duly elected, qualified and acting Recorder of the City of Empire, do hereby certify that the foregoing is a true and correct copy of an Ordinance duly passed by the Council and approved by the Mayor of the City of Empire.

Ida Rondeau
Recorder

JAN 19 1956
ENGINEER
COUNTY & CITY RELATIONS

CITY OF EMPIRE
OFFICE OF
CITY RECORDER
EMPIRE, OREGON

NOTED
Harold C. A[illegible]

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

January 18, 1955.

State Highway Department.
John W. Cattrall;

We wish to acknowledge your letter of December 19, 1955 approving the Michigan Avenue and Morrison Street project.

Our office and personnel will be ready to assist you at any time to work out the details of the project.

Sincerely,

Ida Rondeau
City Recorder.

RECEIVED
JAN 19 1956
STATE HIGHWAY COMMISSION

[illegible] to be constructed from the 1956 Special City Allotment fund.

The project as approved is shown in the attached summary. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Att.

NOTED
J. W. CATTRALL

R. JONES

December 22, 1955

Ida Rondeau
City Recorder
Empire, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Madam:

On December 19, 1955, the State Highway Commission approved a project on Michigan Avenue and Morrison Street as requested by the city to be constructed from the 1956 Special City Allotment fund.

The project as approved is shown in the attached summary. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Att.

NOTED
J. W. CATTRALL

CK by dht
12-2-55

Empire

Preliminary Estimate

Michigan Avenue from Main St. to Morrison St.; Morrison Street from Michigan Ave. to Monarch Ave. a distance of approximately 0.26 mile
(City to construct curbs, drainage and place 6" of base rock prior to State work).
Place leveling course and 3" asphaltic concrete pavement 40' in width.

Item	Quantity	@	Total
Preparation of base	0.26 mile	$750.00	$195.00
3/4"-0 in leveling course	350 Cu.yds.	6.00	2100.00
Sprinkling	15 M.gal	4.00	60.00
Class B. Asphaltic Concrete	1100 tons	11.00	12100.00
RS2 in binder & seal coat	18 tons	60.00	1080.00
Aggregate in seal coat	30 Cu.yds.	6.00	180.00
Preliminary Estimate of Construction cost			$15715.00
12½% Eng & Contingencies			1964.38
Survey			125.00
			$17,804.38

Total Prel. Est. $18,000.00

Ck by chit
10-?-55

Empire

Preliminary Estimate.

Michigan Avenue from Main St. to Morrison St.; Morrison Street from Michigan Ave. to Newmark Ave. a distance of approximately 0.26 mile
(City to construct curbs, drainage and place 6" of base rock prior to State work).

Place leveling course and 3" asphaltic concrete pavement 40' in width.

Item	Quantity	@	Total
Preparation of base	0.26 mile	$750.00	$195.00
3/4"-0 in leveling course	350 cu.yds.	6.00	2100.00
Sprinkling	15 M.gal	4.00	60.00
Class B. asphaltic concrete	1100 tons	11.00	12100.00
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Preliminary Estimate of Construction cost			$15715.00
12½% Eng & Contingencies			1964.38
Survey			125.00
			$17,804.38

Total Prel. Est. $18,000.00

no20

$250,000 ('56)

Empire

Investigated Condition and use of Michigan Avenue and Morrison Street in Empire and then talked with Mayor Ken Adams.

He advised that the council wished to have these streets improved to a good standard, as they act as arteries from a great many new homes in the immediate area, to the City and also to Coos Bay.

It was suggested to mayor Adams that curbs & drainage be installed and a 40' pavement be placed, as it was apparent that these street are very heavily used. He asked for an estimate and I advised him inasmuch as ~~and~~ the City had an engineer that they should get him to make survey and advise them as to costs. also suggested that the city contract curbs, drainage and base and that the State contract the actual paving with the City to pay all costs above $15,000

He promised to have council meeting and would have the City attorney advise by letter.

The City has had a heavy sudden increase in population in the area

1940 - 665
1950 - 2261
1954 - 3493

Due to the increase and condition of streets, believe we can and should recommend a project in 1956

10-10-55
Tom Edwards looked this over + okayed

H C Ayers

7-20

EATON AND THOMAS
ATTORNEYS AT LAW
204-205 I.O.O.F. BUILDING
P. O. BOX 5
NORTH BEND, OREGON

JOHN M. EATON
ROBERT L. THOMAS

TELEPHONE
~~SKYLINE 9-7[illegible]~~
SK. 9-7481 OR SK. 9-7491

September 21, 1955

NOTED
Harold C. Ayers

Mr. Harold C. Ayers
Field Engineer
City and County Relations
Oregon State Highway Commission
Salem, Oregon

Re: City of Empire

Dear Mr. Ayers:

In a letter dated August 26th, I informed you that the Council of the City of Empire had instructed the City Engineer to prepare plans and specifications for storm sewers, curbs and paving on Morrison Street and Michigan Avenue in the City of Empire, under a plan wherein the State of Oregon, through its Highway Department, would pay a portion of the costs of the street improvement. On September 20th, the resolutions were passed by the City Council to create assessment districts for the purpose of carrying out this improvement.

I am enclosing with this letter copies of the two resolutions, one of which is for the street improvement and the other for the storm sewer system to be installed on these streets.

Our City Engineer has informed me that he will send you a set of our plans and specifications for this improvement whenever notice is given to the city that the state will contribute to this project. I believe, however, that such plans and specifications can be made available to you at any time upon your request.

Very truly yours,

Robert L. Thomas
Attorney for City of Empire

RLT:at

encls.

RECEIVED
SEP 22 1955
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF STREET WORK

RESOLUTION

12-55

BE IT RESOLVED BY THE CITY OF EMPIRE AS FOLLOWS:

1. That the Council of the City of Empire, Oregon, having deemed it necessary and expedient, does hereby declare its intention and purpose to improve Morrison Street from a point ten feet south of the center line of Newmark and Morrison south to the south line of Michigan Avenue and improve Michigan Avenue from the east line of Morrison Street to a point sixteen feet west of the center line of Main Street, by grading said streets to a width of 42 feet, by graveling said streets with a six inch course of base rock to a width of 40 feet, by installing curbing along said streets with both curb and gutter on Morrison Street between Newmark and Salmon Avenues, and by paving said streets with three inches of asphaltic concrete to a width of 40 feet, except Michigan Avenue between Madison and Main Streets, which shall be paved to a width of 48 feet.

2. That the plans, specifications and estimates for said improvement, required of the City Engineer and submitted to the Council on September 6, 1955, are hereby approved and adopted; and this resolution together with a copy of such plans, specifications and estimates, shall be filed with the Recorder, and shall be available for public inspection within the office of the Recorder.

3. That the Council hereby defines the boundaries of the assessment district to be benefited and assessed for said improvement as follows: Beginning at the northeasterly corner of Lot 5, Block 37; thence westerly along the southerly line of Newmark Avenue to the northwesterly corner of Lot 5, Block 36; thence southerly along the westerly line of Lots 5 and 17 in Block 36, and Lot 5 in Block 39 to the northwesterly corner of Lot 18, Block 39; thence westerly along the southerly line of the alley in Block 39 and along the northerly line of Lots 3 and 2 in Block 40 to the northwesterly corner of Lot 2, Block 40; thence south along the east line of Main Street to the southwest corner of Lot 5, Block 41; thence easterly along the center line of Blocks 41 and 42 to the westerly line of Morrison Street; thence northerly along the westerly line of Morrison Street to the northerly line of Michigan Avenue; thence easterly along the northerly line of Michigan Avenue to the southeasterly corner of Lot 12, Block 38; thence northerly along the easterly line of Lots 12 and 5, Blocks 38 and 37 to the point of beginning, all of afore-

Lots and Blocks being in the First Addition to Empire, Coos County, Oregon, according to the map and plat thereof on file and of record in the offices of the County Clerk of Coos County, Oregon.

4. That the Council hereby determines that the benefited property to be assessed within said district by lots and blocks in the First Addition to Empire is as follows:

Lots 1 to 5 inclusive and 17 to 21 inclusive, Block 36.

Lots 5 to 12 inclusive, Block 37.

Lots 5 to 12 inclusive, Block 38.

Lots 1 to 5 inclusive and 12 to 22 inclusive, Block 39.

Lots 2 and 3, Block 40.

Lots 1 to 5 inclusive, Block 41.

Lots 1 to 11 inclusive, Block 42.

5. That the probable cost of said improvement, as estimated by the City Engineer, will be $23,300.00; that the portion of the improvement not paid by the State of Oregon, acting through the State Highway Department, shall be assessed to the benefited property lying within said improvement district by the lineal front foot and parabolic curve method; and that the City of Empire may issue promissory note or notes as a general obligation of said City for the interim financing of said improvement.

6. That the Recorder is hereby directed to publish this resolution in a newspaper published within the City of Empire once a week for two weeks; and the City Engineer is hereby directed to post this resolution and the date of its adoption, under the heading "Notice of Street Work", in a conspicuous place at each end of the line of contemplated improvement, within three days hereof, and file an affidavit with the Recorder stating when and where said notices were posted.

Duly passed and adopted by the Council, and approved by the Mayor, this 20th day of September, 1955.

____
Mayor

ATTEST:

____
Recorder

no20

EATON AND THOMAS
ATTORNEYS AT LAW
204-205 I.O.O.F. BUILDING
P. O. BOX 5
NORTH BEND, OREGON

JOHN M. EATON
ROBERT L. THOMAS

TELEPHONE
[redacted]
SK. 9-7481 OR SK. 9-7491

NOTED
J. W. CATTRALL

August 26, 1955

Mr. Harold C. Ayers
Field Engineer
City and County Relations
Oregon State Highway Commission
Salem, Oregon

Re: City of Empire

Dear Mr. Ayers:

At a meeting on the 23rd day of August, 1955, the Council of the City of Empire directed me to write to you and inform you of their intention regarding the improvement of Michigan Avenue and Morrison Street in the City of Empire.

At that meeting the Council instructed the City Engineer to prepare plans and specifications for storm sewers, curbs and 40' wide paving on Morrison Street, and for drainage, curbs and 40' wide paving on Michigan Avenue. The improvement would run on Morrison Street from Michigan Avenue to Newmark Avenue, and would run on Michigan Avenue from Main Street to Morrison Street. The Council intends to pass a resolution at their next meeting on the 6th of September, creating assessment district for the improvement of those streets with the help of the State of Oregon.

I hope this information will be sufficient for your purposes in planning next year's improvement work. If you so desire, I will send a copy of the resolution to be passed September 6th, and which will contain more detailed information since it will be based upon the plans and specifications drawn by the City Engineer.

Very truly yours,

Robert L. Thomas
Attorney for City of Empire

RLT:at

RECEIVED
AUG 29 1955

RECEIVED
AUG 29 1955
OREGON
STATE HIGHWAY COMMISSION

7720

CITY OF EMPIRE
OFFICE OF
CITY RECORDER

EMPIRE, OREGON

July 21, 1955.

State Highway Dept.
Mr. Ayers;

I have been instructed by the Empire City Council to write you saying that our City will take action to put in drainage that will meet your specifications as proposed in the improvement of Michigan and Morrison streets in Empire.

Sincerely,
Lee Rondeau
City Recorder.

RECEIVED
JUL 22 1955

RECEIVED
JUL 22 1955

7:020

Ken Adams

Mayor

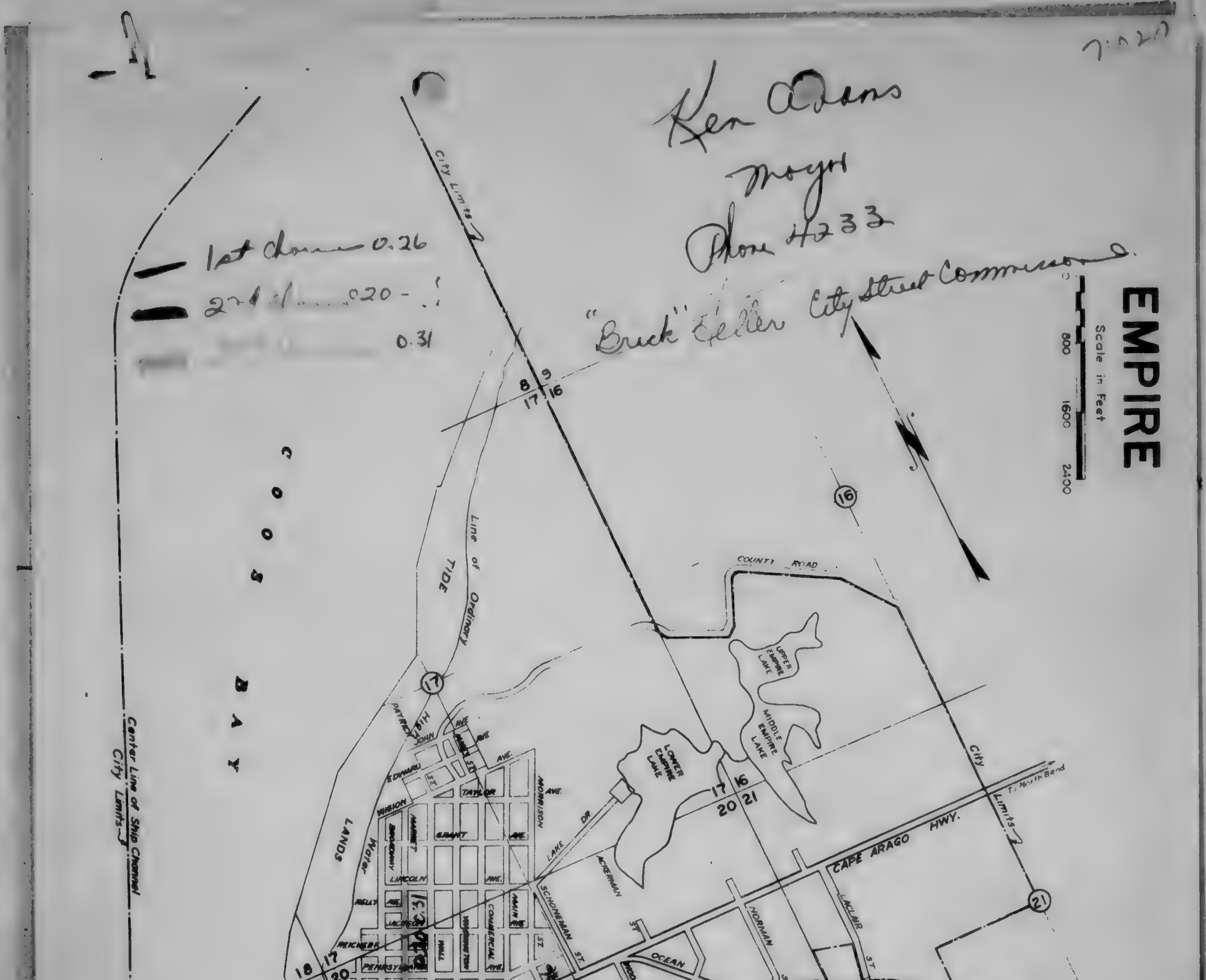
Phone 4233

"Buck" Geller City Street Commissioner

1st course 0.26

2nd course 0.20

0.31



No. 20

FORM 2-120 [illegible] REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 12, 1955

Ida Rondeau
City Recorder
Empire, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Dear Madam:

This is to acknowledge receipt of a resolution adopted by the City of Empire requesting aid from the annual $250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1956 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RECEIVED
[illegible] 11 1955
ENGINEER
[illegible]IONS

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Empire is an incorporated city of the State of Oregon, and has a population of 3493, as given by the latest official census, and

[illegible]

WHEREAS, the following streets of said city, Michigan Street

Form cc-50 (1953 Rev.)
Special City Allotment

East from Maine St. to Morrison St. then North to Newmark.

2nd Choice

② Madison St. South from Michigan ~~West to Maine~~ to ½ block South of Montgomery. + West to Maine

3rd Choice

Market St. North from Newmark to Lincoln.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

✓1 Michigan Street East from Maine to Morrison then North to Newmark.

✓2 Madison, South from Michigan, West to Maine to ½ block South of Montgomery.

Market St. North from Newmark to Lincoln.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Empire does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3 day of May, 1955.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

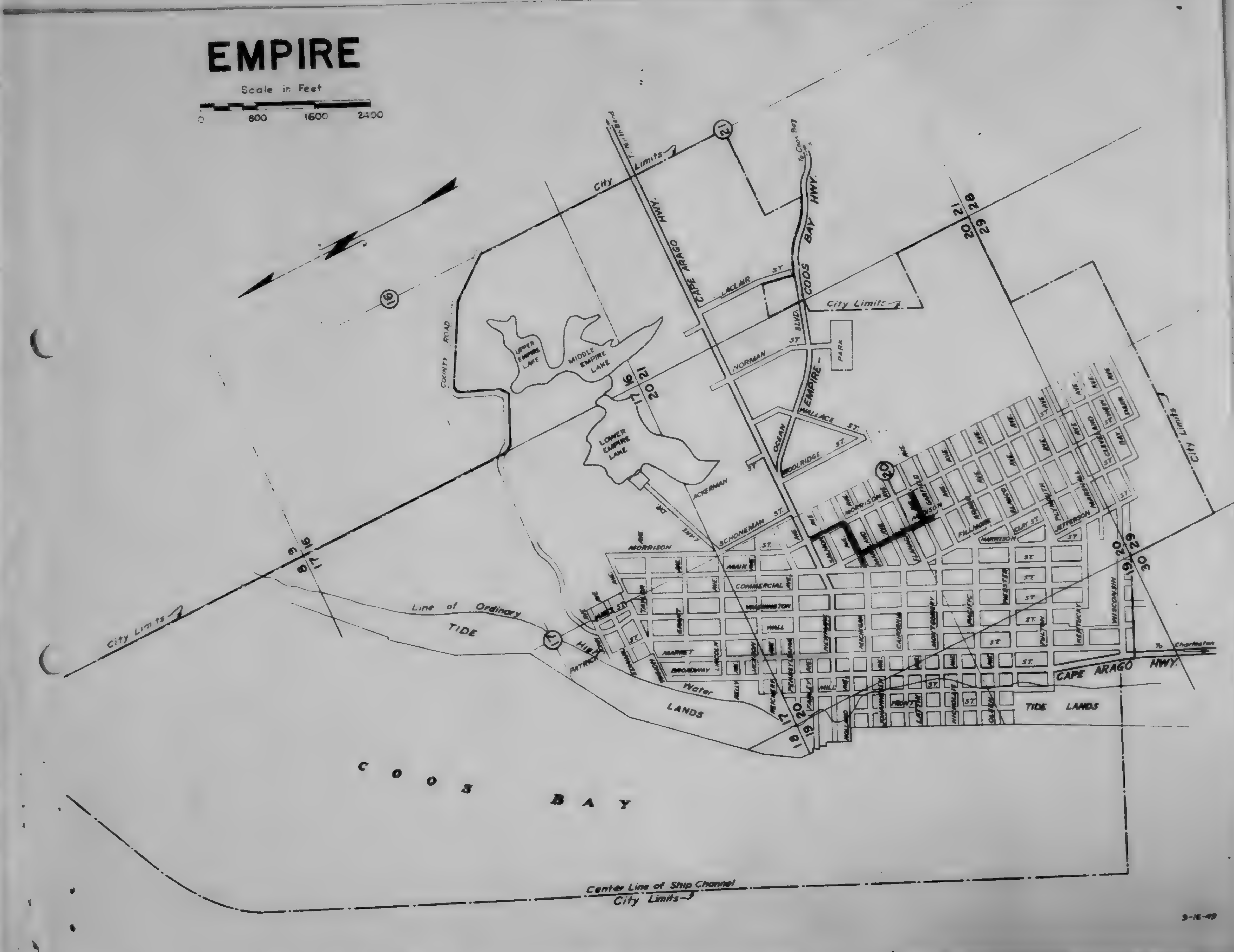
- - - - - - - - -   - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Empire at a regular or ~~special~~ meeting of said Council, held on the 3 day of May, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 10 day of May, 1955.

Ida Lordsen
City Recorder

EMPIRE


Scale in Feet
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1600
2400
City Limits
Center Line of Ship Channel
City Limits
COOS BAY
Line of Ordinary TIDE
Water LANDS
TIDE LANDS
COUNTY ROAD
UPPER EMPIRE LAKE
MIDDLE EMPIRE LAKE
LOWER EMPIRE LAKE
CAPE ARAGO HWY.
To North Bend
EMPIRE - COOS BAY HWY.
To Coos Bay
To Charleston
PARK
LACLAIR ST.
NORMAN ST.
BLVD.
OCEAN
WALLACE ST.
WOOLRIDGE ST.
ACKERMAN
SCHONEMAN ST.
LAKE DR.
MORRISON AVE.
MAIN AVE.
COMMERCIAL AVE.
WASHINGTON
HALL
TAYLOR
GRANT AVE.
LINCOLN
JACKSON
KELLY
REICHERT
PENNSYLVANIA
FARLEY
NEWMARK
MICHIGAN
CALIFORNIA
MONTGOMERY
PACIFIC
WEBSTER
FULTON
KENTUCKY
WISCONSIN
SALMON
MARYLAND
FLANAGAN
MADISON
GARFIELD
FILLMORE
ARAGO
BLANCO
HARRISON
CLAY ST.
PLYMOUTH
JEFFERSON
MARSHALL
CLEVELAND
BAY VIEW
BAY PARK
PATRICK
HILL
JOHN
EDWARD
MISSION
MARKET
BROADWAY
HOLLAND
JOHANNSEN
FRONT
LATTIN
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30 29
9-16-49

321-1710 Taft (W. Pacific Ave.) 1956

4698

321-1710 Taft (W. Pacific Ave.) 1956

4698

NOTED
V. R. JONES

NOTED
Harold C. Ayers

December 13, 1957

File
Taft. $250,000 '56

NOT
John F. ria.

Mr. F. P. Stager
City Attorney
Taft, Oregon

Dear Sir:

Attached is a breakdown of the costs of engineering, state force account, and survey accounts as requested in your letter of December 11. Also attached are letters explaining the need and reasons for the state force orders - all due to drainage problems.

If we can be of further service, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm
Att.

NOTED
C. G. SWENSON

The City of

TAFT, OREGON

SETTLED IN 1904

INCORPORATED IN 1949

December 11, 1957

RECEIVED
DEC 12 1957
ENGINEER
[illegible]

C. G. Swenson, Engineer,
County and City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

The letter of November 27th relative to the Taft special city allotment on West Pacific Avenue has been handed to me. The City Council considered the matter, and will take no action until the items of engineering and contingencies, state force account, survey were itemized.

Would you kindly send this information on to us so that it may be considered in the January meeting of the council.

Very truly yours,

[illegible] P. Stager
lw

RECEIVED
DEC 12 1957
OREGON
STATE HIGHWAY COMMISSION

TAFT: WEST PACIFIC AVENUE Contract No. 4698

Engineering & Contingencies Cost Breakdown (Construction Engr'ng, Inspecting)

Month	Year	Items	Amount	Total
May	1956	Payroll	$216.35	
		Insurance	.35	
		Rental of equipment	8.90	
		Gas and oil	1.82	$ 227.42
June	1956	Gas and oil	$ 1.67	$ 1.67
July	1956	Rental of equipment	$ 12.90	
		Gas and oil	1.51	$ 14.41
August	1956	Payroll	$111.87	
		Insurance	1.25	
		Telephone	4.75	
		Laboratory test	8.00	
		Gas and oil	6.57	$ 132.44
September	1956	Payroll	$264.30	
		Insurance	2.95	
		Telephone	.30	
		Rental of equipment	12.50	
		Checking costs	10.00	
		Gas and oil	2.31	$ 292.36
October	1956	Payroll	$241.72	
		Insurance	2.05	
		Per diem	22.50	
		Rental of equipment	34.50	
		Gas and oil	7.57	$ 308.34
December	1956	Payroll	$ 94.60	
		Insurance	1.05	
		Telephone	.30	
		Testing materials	42.00	
		Cost accounting	10.00	
		Gas and oil	3.01	$ 150.96
January	1957	Gas and oil	$ 2.15	$ 2.15
February	1957	Telephone	$ 1.65	$ 1.65
May	1957	Payroll	$ 31.57	
		Insurance	.35	
		Rental of equipment	3.20	
		Gas and oil	2.41	$ 37.53
June	1957	Payroll	$ 39.34	
		Insurance	.44	
		Rental of equipment	3.05	
		Gas and oil	2.77	$ 45.60
July	1957	Payroll	$178.16	
		Insurance	1.98	
		Per diem	9.00	
		Testing materials	8.00	
		Gas and oil	1.97	$ 199.11
		TOTAL ENGINEERING & CONTINGENCIES		$1,413.64

HCA:mm
12/13/57

CITY OF TAFT
WEST PACIFIC AVENUE
Contract No. 4698

Survey Items Breakdown (Obtaining data for preparation of plans)

Month	Year	Items	Amount	Total
February	1956	Payroll	$395.56	
		Insurance	.82	
		Rental of equipment	33.40	
		Gasoline and oil	25.96	
		Miscellaneous	25.20	$ 481.04
March	1956	Gasoline and oil	$ 2.01	
		Drafting plans	56.00	
		Payroll	160.07	
		Insurance	.33	
		Rental of equipment	11.50	
		Testing materials	14.00	$ 243.91
			TOTAL SURVEY COST...	$ 724.95

State Force Items Breakdown (Construction of catch basins, clean out outfall)

Month	Year	Items	Amount	Total
February	1957	Payroll	$ 87.63	
		Insurance	.97	$ 88.60
August	1957	Concrete	$ 16.80	$ 16.80
September	1957	Payroll	$ 91.50	
		Insurance	1.01	
		Rental of equipment	30.40	
		Gas and oil	6.80	
		Material and labor, construct catch basin	38.24	$ 167.95
			TOTAL STATE FORCES...	$ 273.35

HCA:mm
12/13/57

Form A-150--10M--6-57

NOTED
V. R. JONES

NOTED
Harold C. Ayers

INVOICE
Oregon State Highway Department
SALEM, OREGON

Invoice No. 53548

Date December 2, 1957

Your Req. No.

Billing Request No. cc 372

Credit Distribution: 321-1710-295

City of Taft
Taft, Oregon

Attn: Mrs. Marian C. Wright, City Recorder

NOTED
John F. Hagemann

Final Billing: City's share of total cost of West Pacific Avenue Project, City of Taft. Contract No. 4096. Covered by Agreement dated April 19, 1956.

Advance Deposit		2,670.00
Total cost as per attached	14,271.04	
Less agreed State share	11,000.00	
Agreed City share		3,271.04
Balance Due		601.04

[illegible]

RECEIVED
DEC 4 1957
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. G. SWENSON

State Printing

State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

ECA:mm
Att.

NOTED
C. G. SWENSON

NOTED
V. R. JONES

November 27, 1957

Mrs. Marian C. Wright
City Recorder
Taft, Oregon

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

Dear Mrs. Wright:

Final costs are now available for the Special City Allotment project on West Pacific Avenue in Taft and the agreed City share of the total costs, as shown in the attached statement, is $3,271.04.

As the initial deposit made by the City for this project was $2,670 a balance of $601.04 is due the State from the City. A billing for this amount will be forwarded by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm
Att.

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS November 27, 1957

TAFT Special City Allotment Project
West Pacific Avenue, Grading & Paving

Contract No. 4698

PAYMENTS TO CONTRACTOR

Item	Quantity		[illegible]	Total
1. Blade grader	5	hours	$10.00	$ 50.00
2. Drainage excavation	66.78	c.y.	3.00	200.34
3. 12" sewer pipe	90	l.f.	2.25	202.50
4. 18" [illegible]	81	l.f.	3.75	303.75
5. Concrete catch basins	2	each	75.00	150.00
6. 3/4"-0" material in base	355	c.y.	3.50	1,242.50
7. Asphaltic concrete mixture	1596.86	tons	6.00	9,587.16
8. 85-100 asphalt in mixture	97.46	tons	32.00	3,118.72
9. Adjust catch basins	6	each	47.50	285.00
10. Blade grader	21.5	hours	7.60	163.40
11. Adjust catch basins	4	each	39.06	156.24
12. Remove excess material		All	--	373.48
13. State share of flagging				26.01

Subtotal, Contract Items	$15,859.10
Engineering & Contingencies	1,413.64
State force account (clean out outfall)	273.35
Survey	724.95
TOTAL COST	$18,271.04
Agreed State Share	15,000.00
City Share	$ 3,271.04
City Advance Deposit	2,670.00
BALANCE DUE STATE FROM CITY	$ 601.04

ECA:mm

Form A-191-

REGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Taft
Taft, Oregon

Attention of Mrs. Marian C. Wright, City Recorder

Request No. (assigned by staff engineer or head of division) cc-372

Date 11/27/57

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City's share of total cost of West Pacific Avenue project, city of Taft. Contract No. 4698. Covered by agreement dated April 19, 1956.

Total city share: $3,271.04 (see attached statement)

Itemized Statement: Advance Deposit. $2,670.00

Quantity	Unit	Description	Unit Price	Amount
		Total cost $18,271.04		
		Less agreed State share 15,000.00		
		Agreed City Share		$3,271.04
		BALANCE DUE FROM CITY.		$ 601.04

Has payer made payment for this service?

If so, what is amount of payment? . . . . . . $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? $2,670.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . . $

Also give number of last previous request

Credit distribution:
321-1710-295

Submitted by:
H. C. Ayers

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS November 27, 1957

TAFT Special City Allotment Project
West Pacific Avenue, Grading & Paving

Contract No. 4698

PAYMENTS TO CONTRACTOR

	Item	Quantity			Total
1.	Blade grader	5	hours	$10.00	$ 50.00
2.	Drainage excavation	66.78	c.y.	3.00	200.34
3.	12" sewer pipe	90	l.f.	2.25	202.50
4.	18" " "	81	l.f.	3.75	303.75
5.	Concrete catch basins	2	each	75.00	150.00
6.	3/4"-0" material in base	355	c.y.	3.50	1,242.50
7.	Asphaltic concrete mixture	1596.86	tons	6.00	9,587.16
8.	85-100 asphalt in mixture	97.46	tons	32.00	3,118.72
9.	Adjust catch basins	6	each	47.50	285.00
10.	Blade grader	21.5	hours	7.60	163.40
11.	Adjust catch basins	4	each	39.06	156.24
12.	Remove excess material		All	--	373.48
13.	State share of flagging				26.01

Subtotal, Contract Items	$15,859.10
Engineering & Contingencies	1,413.64
State force account (clean out outfall)	273.35
Survey	724.95
TOTAL COST	$18,271.04
Agreed State Share	15,000.00
City Share	$ 3,271.04
City Advance Deposit	2,670.00
BALANCE DUE STATE FROM CITY	$ 601.04

MCA:mm

RECEIVED
SEP 23 1957
FOR FILING

N[illegible]D
W. C. [illegible]LIAMS

September 12th, 1957

Contract #4698

321-1710

Prefix 321-1710

FINAL COST ANALYSIS
Taft (West Pacific Ave.)
Paving
J. C. Compton Co., Contractor
Richard Lytle, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Blade Grader	5	Hour	$10.00	$ 9.30	$ 46.87	$ 50.00
Drainage Excavation	66.78	C.Y.	3.00	2.25	149.94	200.34
12" Concrete Sewer Pipe	90	L.F.	2.25	1.90	170.79	202.50
18" Concrete Sewer Pipe	81	L.F.	3.75	3.67	297.72	303.75
Concrete Catch Basins	2	Each	75.00	75.00	150.00	150.00
3/4"-0 Mat'l. in Level Course	355	C.Y.	3.50	3.22	1,144.54	1,242.50
Asphaltic Concrete Mixture	1,597.86	Ton	6.00	5.10	8,147.80	9,587.16
85-100 Asphalt in Mixture	97.46	Ton	32.00	28.13	2,741.98	3,118.72
PA #1, Adjust Catch Basins	6	Each	47.50	47.50	285.00	285.00
PA #2, Blade Grader	21.5	Hour	7.60	7.37	158.40	163.40
PA #3, Adjust Catch Basins	4	Each	39.06	39.06	156.24	156.24
Force Account					362.84	399.49
					$13,812.12	$15,859.10

Gross Revenue	$15,859.10
Total Cost	13,812.12
Net Profit	$ 2,046.98

Net Profit Equals 13% of Gross Revenue

RECEIVED
SEP 23 1957
FOR FILING

W. C. WILLIAMS

September 12th, 1957

Prefix 321-1710

Contract #4698

321 1710

FINAL COST ANALYSIS
Taft (West Pacific Ave.)
Paving
J. C. Compton Co., Contractor
Richard Lytle, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Blade Grader	5	Hour	$10.00	$ 9.30	$ 46.87	$ 50.00
Drainage Excavation	66.78	C.Y.	3.00	2.25	149.94	200.34
12" Concrete Sewer Pipe	90	L.F.	2.25	1.90	170.79	202.50
18" Concrete Sewer Pipe	81	L.F.	3.75	3.67	297.72	303.75
Concrete Catch Basins	2	Each	75.00	75.00	150.00	150.00
3/4"-0 Mat'l. in Level Course	355	C.Y.	3.50	3.22	1,144.54	1,242.50
Asphaltic Concrete Mixture	1,597.86	Ton	6.00	5.10	8,147.80	9,587.16
85-100 Asphalt in Mixture	97.46	Ton	32.00	28.13	2,741.98	3,118.72
PA #1, Adjust Catch Basins	6	Each	47.50	47.50	285.00	285.00
PA #2, Blade Grader	21.5	Hour	7.60	7.37	158.40	163.40
PA #3, Adjust Catch Basins	4	Each	39.06	39.06	156.24	156.24
Force Account					362.84	399.49
					$13,812.12	$15,859.10

Gross Revenue	$15,859.10
Total Cost	13,812.12
Net Profit	$ 2,046.98

Net Profit Equals 13% of Gross Revenue

Taft (West Pacific Ave.)
Contract #4698

Detail of Cost

Labor:

Labor				$2,561.43	
Labor Insurance				217.72	
Health & Welfare				89.65	
					$ 2,868.80

Materials:

12" Concrete Pipe	90 Lin. Ft.	at	$0.80	$ 72.00	
18" " "	81 " "	"	2.00	162.00	
24" " "	9 " "	"	2.75	24.75	
Cement	2 Sacks	"	0.85	1.70	
85-100 Asphalt & Freight				2,556.45	
3/4"-0 Rock Purchased from Calkins				3,142.29	
					5,959.19

Equipment Rental & Misc. Supplies:

Equipment Rental	$2,096.84	
Gas, Oil & Grease	725.50	
Bond	113.73	
P.U.C.	15.80	
P.L. & P.D. Insurance	32.02	
Burner Oil	359.06	
Paid Pacific Concrete for Adjusting and Placing Catch Basins & Laying Pipe	640.16	
Small Tools & Misc. Supplies	120.50	
Move In, Freight & Cartage	325.45	
Home Office & General Overhead	555.07	
		4,984.13
Total Cost		$13,812.12

Taft (West Pacific Ave.)
Contract #4698

Remarks:

This was a "City Project" calling for the paving of 0.33 mile of street roadbed on West Pacific Avenue in the city of Taft in Lincoln County.

The project was bid April 26th, 1956 and awarded May 14th, 1956. Work started August 1st, 1956 and the project was completed July 1st, 1957.

The Pacific Concrete Co. used two men to install two catch basins and adjust six catch basins the week from August 1st to August 3rd; also laid 90 feet of 12" sewer pipe.

The contractor moved in a ½ cu. yd. shovel and one cat blade and laid sewer pipe and did the grading work on this street. This was completed in three days. The 3/4"-0 rock was furnished and hauled from Calkins' quarry near Kernville with five trucks, processed with one grader and one roller.

The Class "B" asphaltic concrete mixture was mixed and hauled from the contractor's paving plant located on the Oregon Coast Highway at M.P. 121. This plant was used to furnish the Class "B" on the Siletz Bay-Depoe Bay contract. A total of 1,597 tons of Class "B" asphaltic concrete was laid in four days, which was good production for a city street project.

The contractor had good bid prices, good equipment and supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By . . George Kayser

RECEIVED
AUG 12 1957
FOR FILING

321-1710

4648

August 12, 1957

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 8 had under discussion your request for an extension of time from September 15, 1956 to July 31, 1957 within which to complete your contract No. 4698, for paving on the Taft (West Pacific Ave.) Section in Lincoln County.

The Highway Commission granted an extension of time to July 1, 1957, the actual completion date of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
J. D. Walker
Richard Lytle

RECEIVED
AUG 11 1957
FOR FILING

710

4615

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 7, 1957

(CONTRACT NO.) 4698

(EST. NO.) 5-Final

(CONTRACTOR) J. C. Compton Co.

(VOUCHER NO.) 17934

(WARRANT NO.) H-167959

(AMOUNT) $ 500.00

(DATE) 8/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: July 1, 1957

Completion Date: July 1, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
em

Warrant Mailed: AUG 13 1957

Ruth Rawlings

RECEIVED
AUG 1 1957
FOR FILING
[illegible]
4698

August 1, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4698 for paving on the Taft (West Pacific Ave.) Section in Lincoln County was completed by the Contractor, J. C. Compton Company, on July 1, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $15,859.10, of which amount $399.49 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Gordon Carey Insurance Agency
33½ Third St.
McMinnville, Oregon

NOTED ON CARD
em

RECEIVED
JUL 25 1957
FOR FILING

3-1[illegible]

4[illegible]

July 25, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Company in connection with Contract No. 1698, for paving on the Taft (West Pacific Ave.) Section in Lincoln County. This payment, in the amount of $4,569.64, will be released to the contractor on or after August 5, 1957. The retained percentage in $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Gordon Carey Insurance Agency
334 Third Street
McMinnville, Oregon

NOTED ON CARD

RECEIVED
JUL 16 1957
FOR FILING

4698

July 15, 1957

Oregon State Highway Commission

Request for extension of time
No. 1
August 8 and 9 meeting

Gentlemen:

Herewith is a request from J. C. Compton Company for an extension of time on the Taft City Street Contract No. 4698, from September 15, 1956 to July 31, 1957.

The contractor bid this project with the anticipation of doing the paving at the same time that he set up his plant on the Siletz Bay-Newport contract. Noncompletion of the last mentioned contract prevented paving until this spring and the contractor made this project the first order of business when his plant was set up.

This project was actually completed on July 1, 1957, and I recommend the extension, to and including that date, without penalty.

This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

(Construction) fn

Form E-1—10M—10-55

GON STATE HIGHWAY DEPART T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 6 July, 19 57

Section Taft (West Pacific Avenue)

Kind of work Paving

Highway City Street

Section prefix 321 - 1710

Contractor J. C. Compton Co.

Contract number 4698

Date of contract 14 May, 19 56

Date of completion 1 September, 19 56

Date work started 1 August, 19 56

Estimated date of completion 1 July, 19 57

Project authorization $ 17,172.00

Exclusive of Engineering $ 15,950.88

Per cent of time elapsed 337.9 %
(To completion date)

Estimated cost of completed project, exclusive of engineering $ 16,026.90

Estimated per cent overrun or underrun 0.48 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1,221.12

Engineering cost to date $ 1181.44, 96.75 %

Date project was completed 1 July, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed minor cleanup work Monday P.M.

FINAL REPORT ON THIS PROJECT.

CONSTRUCTION DIVISION
RECEIVED
JUL 8 - 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Noted
M. N. Juve

Signed Richard F. Lytle

Address P O Box 37, Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.33			0.33
Miles partially completed		0.33			0.33
Miles completed		0.33			0.33
Total estimated quantities (contract)		320			1400
Total quantities corrected to date		355			1597.86
Estimated quantities moved or placed to date		355			1597.86
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					2

Men	1
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers.........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	CLEAR		
Monday	CLEAR		
Tuesday	CLEAR .		
Wednesday	CLEAR		
Thursday	CLEAR		
Friday	OVERCAST		
Saturday			

NOTED
Harold C. Ayers

FORM E-90 25M 8-50 46380

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

June 18,1956

SUBJECT:

RECEIVED
JUN 19 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

THE CITY OF TAFT,OREGON
Mer[illegible] C. Wright,Recorder
Taft,Oregon
Attn:Taft-Nelscott-Delake Water District

Ladies & Gentlemen:

I have inspected the West Pacific Avenue surfacing replacement work done under my direction by the Taft-Nelscott-Delake Water District and find it completed in a very satisfactory manner.

Yours very truly,
Kenneth Boardman
Kenneth Boardman
Resident Engineer

c/c Taft-Nelscott-Delake Water District
c/c Harold Ayers
c/c J.D. Walker

RECEIVED
JUN 19 1956
ENGINEER
COUNTY RELATIONS

JUN 1956

RECEIVED
[illegible] 1956
ENGINEER
[illegible] RELATIONS

NOTED
J. W. CATTRALL

June 8, 1956

Mrs. Mariam C. Wright
City Recorder
Taft, Oregon

NOTED
J. F. [illegible]

Dear Madam:

We acknowledge receipt of your correspondence of June 5, 1956, regarding the condition of Pacific Avenue in the area of the newly installed water main and wish to advise that the Resident Engineer who will be in charge of the proposed paving project will contact you at an early date and advise as to the base requirements and preparation of area for paving.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County & City Relations

HCA:mm

cc: Mr. J. D. Walker, Div. Engr.

The City of

TAFT, OREGON

SETTLED IN 1904 INCORPORATED IN 1949

NOTED
J. W. CATTRALL

5 June 1956

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Harold Ayers
Field Engineer

Gentlemen:

This letter is in regard to the condition of West Pacific Avenue in Taft.

The Taft-Nelscott-Delake Water District has promised their complete cooperation in putting the north side of West Pacific Avenue in condition to receive pavement. The City Council at their meeting Monday, 4 June, asked that this letter be written requesting the following information. Inasmuch as the ditch dug by the water district for the new pipe line is, at the deepest point, only 30 inches, how many inches of fill rock will be necessary after the sand has been washed? Also, what size rock should be used?

The district in a letter to the council has authorized their superintendent to blade, remove and haul off excess sand from the ditch and to refill with crushed rock. Would you therefore send a copy of your reply to this letter to the Taft-Nelscott-Delake Water District, Nelscott, Oregon, so they will have on file the proper specifications for repairing the street.

Very truly yours,

CITY OF TAFT

By Marian C. Wright
/Recorder

RECEIVED
JUN 6 1956
[illegible]

RECEIVED
JUN 6 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 29 1956

FOR FILING

321-710

4698

May 29, 1956

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4698, which was awarded to you by the State Highway Commission on May 14, covering paving on the Taft (West Pacific Avenue) City Street Section in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
J. W. CATTRALL

NOTED
Harold C. A...s

May 16, 1956

Mrs. Marian C. Wright
City Recorder
Taft, Oregon

NOTED
J. F. HAGEMANN

Dear Madam:

We acknowledge receipt of a warrent from the City of Taft in the amount of $2,670.00 as the advance deposit on the paving project on West Pacific Avenue in Taft.

On May 14, 1956 the State Highway Commission awarded contract No. 4698 to J. C. Compton Company for the above mentioned project. Enclosed for the City's information and records is a copy of the plans and specification.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:te
Enc.

RECEIVED
MAY 31 1956
FOR FILING

321-1210
4698

NOTED
J. Mc C.

May 14, 1956

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Dear Sirs:

The State Highway Commission on April 26, 1956 accepted your proposal for paving West Pacific Avenue in the city of Taft, Lincoln County, for the sum of $15,164 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4698.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Wash.

Attn: Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert

RECEIVED
MAY 8 - 1956
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 14, 1956
11:10 a.m.

J. C. Compton Company
McMinnville, Oregon

Contract for Taft Paving Project in Lincoln County for which you submitted low bid on April 26, 1956 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

CC: Confirmation
Accounting (5003-900)
C. W. Head
Files ✓

RECEIVED
MAY 8 - 1956
FOR FILING

321 17-C
4(8)

file

Salem, Oregon
May 3, 1956

Sp. ct. tax St. fund
#115

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto is a conformed copy of an agreement with the City of Taft covering the Special City Allotment project on West Pacific Avenue in Taft

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, City of Taft.

Secretary

rm
Attach: 1

FORM 530—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1956

SUBJECT: $250,000 Fund Agreement (1956)
Taft

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on West Pacific Avenue in Taft.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

This project was approved by the Highway Commission on December 19, 1955.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-19-55 Minute Page 32
Secretary

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Apr 23, 1956

RECEIVED
APR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ORDINANCE NO. 50

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF TAFT, OREGON AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSIONS FOR THE IMPROVEMENT OF WEST PACIFIC AVENUE FROM THE OREGON COAST HIGHWAY WESTERLY FOR A DISTANCE OF APPROXIMATELY 0.34 MILE AND DECLARING AN EMERGENCY.

Whereas the City of Taft, Oregon has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of Ors 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of West Pacific Avenue from the Oregon Coast Highway westerly for a distance of approximately 0.34 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission a copy of which is marked "Exhibit A" is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $15,000.00 and the City of Taft to pay all cost in excess of $15,000.00 the City of Taft does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Taft, Oregon and the State of Oregon acting by and through the State Highway Commission providing for the improvement of West Pacific Avenue and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the Spring and Summer of 1956 which the weather permits, and whereas the State Highway Commission can not award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health and credit of the people of the City of Taft, Oregon, and an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as heretofore authorized.

Passed by the common council and signed by the Mayor this 19th day of April, 1956.

ATTEST Marian C. Wright
Recorder

Mayor

A true and correct copy of Ordinance No. 50, City of Taft, Oregon, now on record and in force in said City.

Marian C. Wright
Recorder

RECEIVED
MAY 3 - 1956
FOR FILING

321-4710

4648

May 3, 1956

Marian C. Wright, City Recorder
City Hall
Taft, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Taft covering the Special City Allotment project on West Pacific Avenue in Taft.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

April 30, 1956

NOTED
J. W. CATTRALL

Mrs. Marian C. Wright
City Recorder
Taft, Oregon

NOTED
J. F. HAGEMANN

Dear Madam:

On April 26, 1956, the State Highway Commission received a bid on the West Pacific Avenue project in Taft. The bid was submitted by the J. C. Compton Company of McMinnville, Oregon, and the revised estimate based on this bid is as follows:

Contract Items	$15,164.00
Flagging	100.00
Engineering & Contingencies	1,908.00
Survey	500.00
Total......	$17,672.00

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with this project, an advance deposit of $2,670 is required. Please make this deposit by means of a check made payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RCA:mm

cc: Mr. F. E. Peck, Councilman

The City of

TAFT, OREGON

SETTLED IN 1904 INCORPORATED IN 1949

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
V. R JONES

March 13, 1956

State of Oregon
Highway Commission
Salem, Oregon

ATTENTION: Mr. Harold C. Ayers
Field Engineer

Gentlemen:

At the regular council meeting of the City of Taft, held March 12, 1956, the council voted to rescind the Resolution passed by them on Nov. 14, 1955, relating to the payment of the improvements contemplated on West Pacific Avenue.

The council passed another resolution, a copy of which is hereto attached, committing the City of Taft to pay to the State Highway Commission or as they may direct, any and all sums over the sum of $15,000 necessary to complete the work.

If we can be of any further service, kindly let us know.

Very truly yours,

CITY OF TAFT

By Marian C. Wright
Recorder

s
encl.

RECEIVED
MAR 14 1956

RECEIVED
MAR 14 1956

RESOLUTION OF THE CITY OF TAFT, OREGON

WHEREAS, the City of Taft has applied to the State Highway Commission of the State of Oregon for the sum of Fifteen Thousand ($15,000) Dollars to improve West Pacific Street within the City of Taft, Oregon, and,

WHEREAS, it has come to the attention of the City that the improvements contemplated will be of such a nature that a greater sum than $15,000 may be necessary for such improvements, and,

WHEREAS, the City Council for the City of Taft desires to commit the City of Taft to pay for a portion of said improvements, over the sum of $15,000, said sum not as yet determined,

NOW, THEREFORE, BE IT RESOLVED that in the event the State Highway Commission authorizes the improvement of West Pacific Avenue within said city, and the improvement is more than $15,000, the City of Taft will contribute any and all sums over and above $15,000, but not more than the difference between $15,000 and the total cost of the improvement, the total cost yet to be determined, to the State Highway Commission or as they may direct.

/s/ J. W. Lundin
Mayor

Attest:

/s/ Marian C. Wright
City Recorder

I hereby certify that above is a true copy of the original Resolution on file as part of the minutes of the regular council meeting, City of Taft, held March 12, 1956.

Marian C. Wright
Recorder

NOTED
J. W. CATTRALL

The City of
TAFT, OREGON

SETTLED IN 1904
INCORPORATED IN 1949

November 15, 1955

NOTED
Harold C. Ayers

NOTED
W. C. WILLIAMS

State Highway Commission,
Salem, Oregon.

Gentlemen:

You will find herewith enclosed a Resolution of the City of Taft relative to the application of the city for $15,000 improvements on West Pacific Street.

Very truly yours,

Stager

F. P. Stager
lw

NOTED
J. F. HAGEMANN

RECEIVED
NOV 28 1955

RECEIVED
NOV 25 1955
OREGON
STATE HIGHWAY COMMISSION

RESOLUTION OF THE CITY OF TAFT, OREGON

WHEREAS, the City of Taft has applied to the State Highway Commission of the State of Oregon for the sum of Fifteen Thousand ($15,000) Dollars to improve West Pacific Street within the City of Taft, Oregon, and,

WHEREAS, it has come to the attention of the City that the improvements contemplated will be of such a nature that a greater sum than $15,000 may be necessary for such improvements and,

WHEREAS, the City Council for the City of Taft desires to commit the City of Taft to pay for a portion of said improvements, over the sum of $15,000, and not exceeding $1,500 of the Cities funds,

NOW, THEREFORE, BE IT RESOLVED that in the event the State Highway Commission authorized the improvement of West Pacific Avenue within said city, and the improvement is more than $15,000, the City of Taft will contribute any and all sums over and above $15,000, but not more than $16,500, that is, the City of Taft shall pay to the State Highway Commission, or as they may direct, a sum not in excess of $1,500 as its part in such improvement.

Upon the vote being polled the following vote was cast:

Councilman Peck	Yes
Councilman Hogan	Yes
Councilman Kimball	Absent
Councilman St. Clair	Yes
Mayor Lundin	Yes

The Mayor declared the resolution duly adopted.

J L Lundin
Mayor

Attest:

J.E. Hammack
Deputy City Recorder

LAW OFFICES
STAGER & ADAMS
F. P. STAGER
T. R. ADAMS

TELEPHONE DELAKE 2036
TAFT, OREGON

2 November 1955

STATE HIGHWAY COMMISSION
Salem, Oregon

Gentlemen:

Re: West Pacific Avenue, City of Taft, Ore.

Reference is hereby made to the application of the City of Taft for the sum of $15,000.00 to be expended on the above street.

In the event that such authoization is made by the Commission, the City of Taft will expend a further sum, not exceeding $1,500.00 to complete such project.

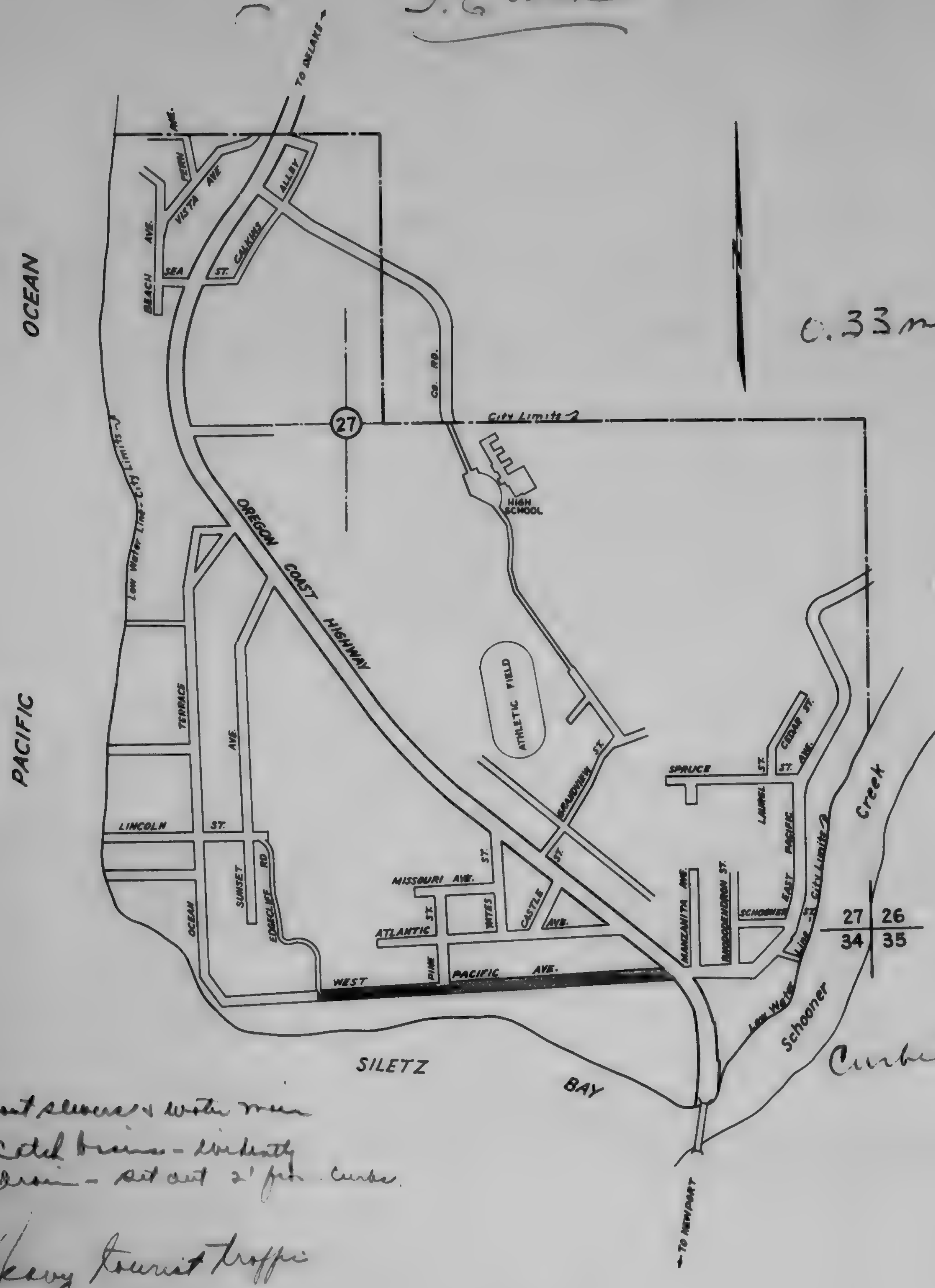
This matter will be discussed at the November council meeting, and a formal resulution forwarded to you. However, I have discussed the matter informally with the members of the Counnil, and I speak for the council in making this commitment.

Very truly yours,

Mayor, of the City of Taft, Oregon

F. E. Peck

No. 43



0.33 mile

Curbed 38'

How about sewers & water main
Has catch basins - evidently
can drain - set out 2' from curbs.

Very Heavy tourist traffic

Fishing docks.

TAFT

Scale in Feet
0 400 800
LINCOLN COUNTY
T.7S., R.11W., W.M.

Feb. 17, 1939

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by

7-15-55

Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Taft is an incorporated city of the State of Oregon, and has a population of 450, as given by the latest official census, and

WHEREAS, the following streets of said city, the street known as

Form cc-50 (1953 Rev.)
Special City Allotment

West Pacific Avenue, commencing at its easterly terminus at Highway 101, and extending in a westerly direction to its terminus.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

West Pacific Avenue

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Taft does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate F. E. Peck as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 15th day of July, 1955.

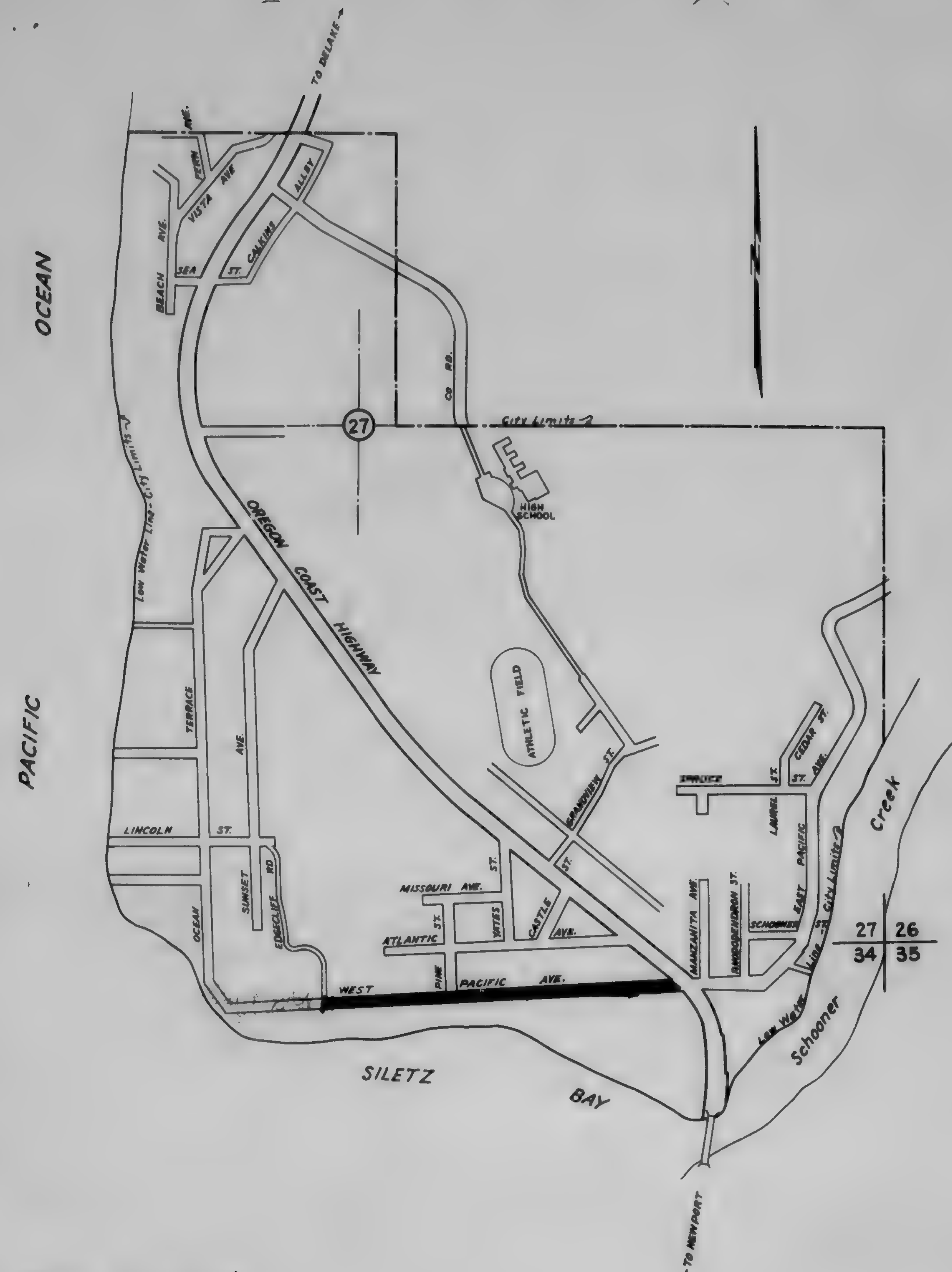
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - -   - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Taft at a regular or special meeting of said Council, held on the 15th day of July, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of July, 1955.

Marian C. Wright
City Recorder



▬ - Area covered in resolution

TAFT

Scale in Feet
0 400 800

LINCOLN COUNTY

T.7S., R.11W., W.M.

Feb. 17, 1954

S-77 (5) North Fork Scappoose Cr. 1956
Bridges

Form A-130—10M—7-56

4699

NOTED
John F. Hagemann

NOTED

INVOICE

Oregon State Highway Department

SALEM, OREGON

Columbia County
St. Helens, Oregon

Attn: County Court

RECEIVED
SEP 16 1957

Invoice No. 52532

Date September 13, 1957

Your Req. No.

Billing Request No. cc 359

Credit distribution: 505-1033-297

Final billing North Fork Scappoose Creek Bridges (2), FAS 609, covered by agreement dated April 11, 1956.

Original advance deposit	9,100.00	
Less amount previously transferred	7,100.00	
		2,000.00
County share total cost as per attached statement	7,866.63	
Less amount previously transferred	7,100.00	
		766.63
To be retained		$1,233.37

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

State Printing 96056

[illegible] 9/13/57

JWW:n

John W. Whipple

John W. Whipple
County Judge

NOTED
JOHN D. GRAHAM

Ck# 600 for $6,170.00 received & sent to accounting 9-12-57 mn

NOTED
C. G. SWENSON

RECEIVED

LOUIS J. WASSER, COMMISSIONER
GOBLE

R. L. Thompson
~~XXXXXXXXXX~~, COMMISSIONER
~~XXXXXXX~~
Vernonia

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

NOTED
[illegible] C. [illegible]

September 11, 1957.

NOTED
John F. Hagemann

S-77(5)

State Highway Department,
Salem,
Oregon.

Gentlemen:

Re: Contract No. 4699-FAS 609
Attention: Mr. John F. Hagemann
Asst. Engr., County and City
Relations.

X-ref'd:
Proj S-77(7)
Contract 5031

Enclosed herewith please find Columbia County warrant #600 in the sum of $6,120.00 as county advance deposit, our total balance of the above project.

This letter will serve as your authority to retain the refund due on the North Fork Scappoose Creek Bridges (2), Oregon Project S-77(5), as part of the required deposit for the North and South Fork Scappoose Creek Bridges on FAS 609.

Kindly advise Babler Bros. that we would like to discuss matters concerning detours and starting time, in ample time before they start construction.

Yours very truly,

John W. Whipple
County Judge

[illegible] 7/13/57

JWW:n

NOTED
JOHN D. GRAHAM

Ck #600 for $6,120.00
received & sent to
accounting 9-12-57
mm

NOTED
C. G. SWENSON

RECEIVED
SEP

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 4, 1957

Columbia County Court
205 Courthouse
St. Helens, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the North Fork Scappoose Creek Bridges (2), Oregon Project S-77(5), FAS 609. As shown in the attached statement, a refund of $1,233.37 is due the county. In accordance with my telephone conversation with Judge Whipple this date, the refund is being retained as part of the deposit required for the North and South Fork Scappoose Creek Bridges on FAS 609.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Completed 5/16/57

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Columbia

Contract No. 4699

Date 9/3/57

FAS 609

Section North Fork Scappoose Creek Bridges (2)

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation.				$37,815.53
Construction Engineering				2,926.73
Total Construction Costs				$40,742.26
Federal Funds Collected for Project				$25,009.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of total costs less federal funds)

($40,742.26 - $25,009) X 1/2 = $7,866.63

County Advance Deposit	$9,100.00
Less County Share	7,866.63

REFUND DUE COUNTY = $1,233.37

JFE:mm

Item	Unit	Unit Prices	Total Quan.	Total Amount
[illegible] No. 1336[illegible]-1				
1. Structural excavation	c.y.	5.00	1[illegible].33	[illegible]41.65
2. Class "A" concrete	c.y.	5[illegible].00	232.44	13,4[illegible]1.32
3. Metal reinforcement	lb.	.125	55,138	6,[illegible]92.25
4. " Metal drain pipe	l.f.	3.00	57	171.00
[illegible] GATE GUIDE No. 13363-1				
5. Structural excavation	c.y.	5.00	106.65	533.25
6. Class "A" concrete	c.y.	57.00	169.59	9,666.63
7. Metal reinforcement	lb.	.125	43,174	5,396.75
8. 8" Metal drain pipe	l.f.	3.00	44.5	133.50
W-2 Cement adj., favor of contractor	bbl.	3.96	34.31	135.87
W-1 Excav. below elevation	all	153.11	all	153.11
			Total	37,[illegible]15.53

FAS 211 County [illegible] Contract No. ______

Section ______

Location ______

______

Contract No.________

8-1-57?

FAS_____ County____________________ Contract No.________

Section____

Location____

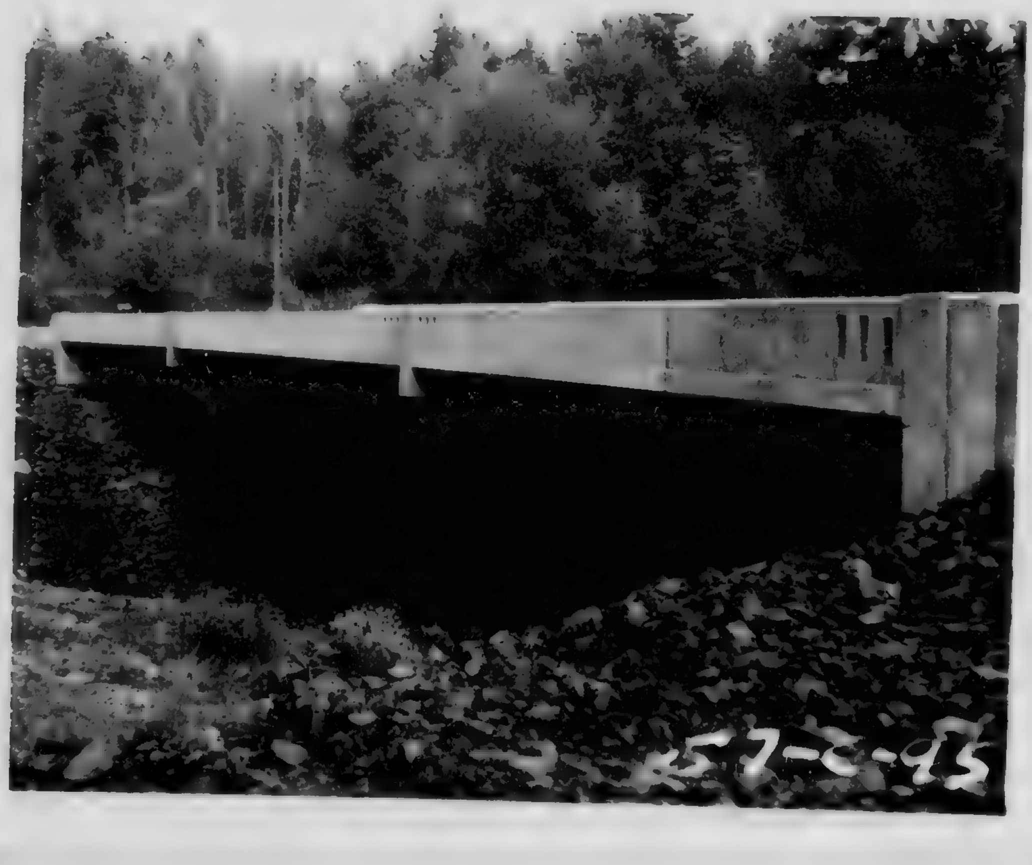
____

Contract No.________

____

____

____



← 8/7/57

FAS_____ County______________________ Contract No.________

Section____

Location____

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 27, 1957

(CONTRACT NO.) S-77(5)	(EST. NO.)	(CONTRACTOR)	
4699	6-Final	Erick Enquist	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1494	H-184842	$ 3,921.55	6/27/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1956

Time Extensions: Apr. 1, 1957 and July 1, 1957

Completion Date: May 13, 1957

Date Accepted: June 27, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: July 1, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 1 1957

Ruth Rawlings

NOTED ON CARD

em

RECEIVED
JUN 19 1957
FOR FILING

June 19, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma, 1, Wash.

Gentlemen:

State Highway Contract No. 4699 for work performed on the North Fork Scappoose Creek Section of the Pittsburg-Scappoose Highway in Columbia County was completed by the contractor, Erick Enquist, on May 13, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $3,921.55 will be released to the contractor after acceptance by the Commission. The total contract amount is $37,815.53, of which amount $453.11 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 22 1957
FOR FILING

S 77 (5)

4699

May 21, 1957

Mr. Erick Enquist
P. O. Box 747
Troutdale, Oregon

Dear Sir:

The State Highway Commission at its meeting held on May 16 and 17, 1957 had under discussion your request for an extension to time from April 1, 1957 to July 1, 1957 within which to complete your contract No. 4699, for the North Fork Scappoose Creek Section of the Pittsburg-Scappoose Highway, in Columbia County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

en

cc: P. M. Stephenson
A. G. Skelton
Robert F. Dow

NOTED ON CARD

RECEIVED
MAY 13 1957
FOR FILING

2.11 (5)

4699

May 9, 1957

Request for Extension of Time
No. 2
May 16 and 17 meeting

Oregon State Highway Commission

Gentlemen:

Re: North Fork Scappoose Creek Bridges
Contract No. 4699

Erick Enquist, contractor on the North Fork Scappoose Creek Bridges on the Pittsburgh-Scappoose Road in Columbia County, has requested a second extension of time from April 1, 1957, to July 1, 1957, in which to complete the contract.

All work was completed before the expiration of the first time extension with the exception of a minor amount of concrete finishing that had to be delayed for the arrival of suitable weather. Both of these structures have been opened to traffic.

It is recommended that this second extension be granted without penalty. This is a Federal-aid Secondary Highway project and does not require the concurrence of the Bureau of Public Roads.

This contract does not carry the liquidated damage provision.

Very truly yours,

W. C. Williams
State Highway Engineer

PMB/mn

Attached

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 31 1957

FOR FILING

[illegible]

January 30, 1957

Mr. Erick Enquist
P. O. Box 747
Troutdale, Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from December 31, 1956 to April 1, 1957 within which to complete your contract No. 4699, covering the North Fork Scappoose Creek Bridges on the Pittsburg-Scappoose Highway in Columbia County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Robert F. Dow,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 15 1957
FOR FILING

1-77 (5)

January 14, 1957

Request for extension of time
No. 16
January 22 and 23, 1957 meeting

Oregon State Highway Commission

Gentlemen:

Re: North Fork Scappoose Creek Bridges
Contract No. 4699

Erick Enquist, contractor on the North Fork Scappoose Creek Bridges on the Pittsburgh-Scappoose County Road in Columbia County, has requested an extension of time from December 31, 1956, to April 1, 1957, in which to complete the contract.

All work has been completed on both bridges except the finishing of the concrete surfaces and clean up of the bridge sites. The concrete finishing has been delayed due to inclement weather. Both bridges are open to traffic.

It is recommended that this extension be granted without penalty. This is a Federal-aid secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS/mm

Attached

Note: This contract does not carry the liquidated damage provision.

RECEIVED
OCT 5 1956
FOR FILING

S-77(5)

4699

Fi. - 142
Maint. - 291

Salem, Oregon
October 3, 1956

Agreements, Columbia County
N. Fork Scappoose Creek Bridge
S-77(6), FAS 609

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance agreement with Columbia County covering the N. Fork Scappoose Creek Bridge S-77(6), FAS 609.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Columbia County Court.

Secretary

rn
Attach: 5

FORM 230—50M—2-59—03996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1956

SUBJECT: Agreements, Columbia County
N. Fork Scappoose Creek Bridge
S-77(6), FAS 609

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on July 12, 1956.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Sept 21, 1956

RECEIVED
SEP 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 7-12-56 Minute Page 30
Lloyd Query
ass't Secretary

CPRS-8115

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Columbia
Project No. S-77(5)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 1st day of August, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH: -

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 22nd day of March, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.039 miles of bridge construction
(Character of work)

between Pittsburg Junction and vicinity of the north city limits of Scappoose,
(Control points)
consisting of 0.039 miles of roadway and no (Number) bridges. [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-seven thousand, eight hundred and 00/100 dollars ($27,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is forty-four thousand, eight hundred ninety-six and 50/100 dollars ($44,896.50).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—33205

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

S 44(5)
4649

July 30, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing two copies of project agreement, signed by the Highway Commission, for the Scappoose Creek Bridge, Project No. S-77(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]C:sch

Encl.

4699

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Scappoose Creek Bridge
Pittsburg-Scappoose Road.
Columbia County

NATURE OF WORK:

structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4699 Erick Enquist 5-16-56

DATE OF COMPLETION:

12-31-56

REMARKS:

S-77(5)
4699

June 6, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the Scappoose Creek Bridges, Project No. S-77(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WC:ia

Encl.

S-77(5)
4699

Oregon State Highway Department

Federal Aid Secondary
Project No. S-77(5)

SCAPPOOSE CREEK BRIDGES ON THE

PITTSBURG-SCAPPOOSE ROAD IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1956

Type Code X021
Scappoose Creek Bridge #13354-A (Sta. 3+38.54 to Sta. 4+58.54)(Contract No. 4699)

260 cu. yds.	Structural Excavation	$5.00	$ 1,300.00
250 cu. yds.	Class "A" Concrete	58.00	14,500.00
55,000 lbs.	Metal Reinforcement	0.125	6,875.00
40 lin. ft.	8-inch Metal Drain Pipe	3.00	120.00
			$22,795.00

Type Code X021
Scappoose Creek Bridge #13763-A (Sta. 3+40 to Sta. 4+24)(Contract No. 4699)

140 cu. yds.	Structural Excavation	$5.00	$ 700.00
190 cu. yds.	Class "A" Concrete	57.00	10,830.00
50,000 lbs.	Metal Reinforcement	0.125	6,250.00
80 lin. ft.	8-inch Metal Drain Pipe	3.00	240.00
			$18,020.00

Subtotal	$40,815.00
10% Engr. & Cont.	4,081.50
Total	$44,896.50

Length of 2 Structures 0.039 Mile

Federal Funds..	$27,800.00
State Funds..	8,548.25
County Funds..	8,548.25
	$44,896.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited with the Highway Department by Columbia County.

RECEIVED
JUN 7 - 1956

FOR FILING

5-77 (51)

4699

June 6, 1956

Mr. Erick Enquist
P. O. Box 747
Troutdale, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4699, which was awarded to you by the State Highway Commission, for constructing the North Fork Scappoose Creek Bridges on the Pittsburg-Scappoose Highway in Columbia County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-180—10M—9-55

NOTED
J. W. CATTRALL

INVOICE
Oregon State Highway Department
SALEM, OREGON

Invoice No. 45217
Date May 22, 1956
Your Req. No.
Billing Request No. co-235
Credit distribution: 505-1033-297

Columbia County
St. Helens, Oregon

Attn: County Court

NOTED
J. F. HAGE

Advance Deposit	9,100.00
Partial Transfer County's Share Total Cost. N. Fk. Scappoose Cr. Bridges (2), FAS 609, Columbia County covered by agreement dated April, 1956, Contract No. 4699.	7,100.00
To be retained	$2,000.00

State Printing 86944

NOTED
Harold [illegible]

NOTED
J. W. CATTRALL

May 21, 1956

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit of $9,100 in connection with the North Fork Scappoose Creek Bridges in FAS 609. Contract No 4699 has been awarded to Erick Enquist and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:te

LOUIS J. WASSER, COMMISSIONER
[redacted]
GOBLE

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

May 15, 1956.

Mr. John W. Cattrall,
Engineer, County and City Relations,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Cattrall:

Enclosed herewith please find Columbia County warrant in the sum of $9100.00, as our advance deposit of 20% on the estimated cost of the construction of the two bridges on the North Fork Scappoose Creek Bridges on FAS 609.

Again wish to call to your attention the fact that we would like to have the remaining funds programmed for the Oak Ranch Creek Bridge, and that the Commission advertise it for bids at your next letting.

Yours very truly,

John W. Whipple
County Judge

JWW:n

RECEIVED
MAY 31 1956
FOR FILING

S-77(5)
4699

NOTED
J. Mc C.

May 16, 1956

Mr. Erick Enquist
P. O. Box 747
Troutdale, Oregon

Dear Mr. Enquist:

The State Highway Commission on April 26, 1956 accepted your proposal for the North Fork Scappoose Creek Bridges on the Pittsburg-Scappoose Highway in Columbia County for the sum of $40,615.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4699.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.
Att. Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert
P. M. Stephenson

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 16, 1956
11:25 a. m.

Mr. Erick Enquist
P. O. Box 747
Troutdale, Oregon

Contract for North Fork Scappoose Creek Bridges on the Pittsburgh-Scappoose Highway in Columbia County for which you submitted low bid awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Att.

May 8, 1956

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr. Polk:

Attached are three copies of a maintenance agreement covering the Scappoose Creek Bridges on FAS 609 in Columbia County.

We have on file executed copies of an agreement covering Columbia County's participation in the total estimated cost of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Att.

April 30, 1956

NOT
Harold C. A.

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

On April 26th the Highway Commission received a satisfactory bid from Erick Enquist of Troutdale for construction of the North Fork Scappoose Creek Bridges on FAS 609. As per the agreement between State and County, an advance deposit based on the low bid is required from the County prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$40,815.00
12-1/2% Engineering & Contingencies	5,101.88
Estimated Total Cost...........	$45,916.88
Advance Deposit of 20%........	$ 9,100.00

Please make this deposit by means of a check or warrant in the amount of $9,100 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Based on the above estimate there remains a total of $24,000 (including State, Federal, and County funds) available for the Oak Ranch Creek Bridge. The estimated cost of this bridge is $26,000. If you wish to proceed with the letting of this bridge at the next Highway Commission meeting, the County would have to pay all costs in excess of $24,000. Please advise as to your wishes in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

R

RECEIVED
APR 25 1956
FOR FILING

April 25, 1956

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Columbia County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Columbia County covering the Scappoose Creek Bridges on the Pittsburg-Scappoose County Road, FAS 609, Columbia County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
APR 26 1956
FOR FILING

file

Maint. 314
F. -124

Salem, Oregon
April 25, 1956

Scappoose Creek Bridges
FAS 609, Columbia County

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Columbia County covering the Scappoose Creek Bridges on the Pittsburg-Scappoose County Road, FAS 609.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Columbia County.

Secretary

rn
Attach: 5

R

file

RECEIVED
APR 26 1956
FOR FILING

Salem, Oregon
April 25, 1956

Scappoose Creek Bridges
FAS 609, Columbia County

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Columbia County covering the Scappoose Creek Bridges on the Pittsburg-Scappoose County Road, FAS 609.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Columbia County.

Secretary

rn
Attach: 5

FORM 230—50M—11-55—90234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1956

SUBJECT: Scappoose Creek Bridges
FAS 609, Columbia County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Scappoose Creek Bridges on the Pittsburg-Scappoose County Road, FAS 609, in Columbia County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on January 26, 1956.

John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

For Commission action

also 9-22-55 Minute Page 33

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Apr. 18 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE 4-13-55 Minute page 43
Floyd Query
ass't Secretary

RECEIVED
APR 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LOUIS J. WASSER, COMMISSIONER
[redacted]
GOBLE

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

NOTED
J. W. CATTRALL

April 11, 1956.

Oregon State Highway Department,
Salem, Oregon.

Att: John W. Cattrall,
Engineer, County and City
Relations

Dear Mr. Cattrall:

Reference is made to your letter of April 6, 1956, containing two copies of agreement covering finances, and six copies of maintenance agreement, and a set of plans and specifications in connection with the North Fork Scappoose Creek Bridges on FAS 609, on which you propose to receive bids on April 26, 1956.

The Court has duly examined said enclosures, have signed same with the specific understanding that the specifications be amended to provide that said bridges be built in time for traffic to cross not later than October 31, 1956.

This provision will void the day of December 31, 1956, as contained in the fourth paragraph of your letter.

Yours very truly,

COLUMBIA COUNTY COURT

BY John W. Whipple

County Judge

JWW:n

RECEIVED
APR 13 1956
[illegible]

LOUIS J. VASSER, COMMISSIONER
GOBLE

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

NOTED
J. W. CATTRALL

April 11, 1956.

Oregon State Highway Department,
Salem, Oregon.

Att: John W. Cattrall,
Engineer, County and City
Relations

Dear Mr. Cattrall:

Reference is made to your letter of April 6, 1956, containing two copies of agreement covering finances, and six copies of maintenance agreement, and a set of plans and specifications in connection with the North Fork Scappoose Creek Bridges on FAS 609, on which you propose to receive bids on April 26, 1956.

The Court has duly examined said enclosures, have signed same with the specific understanding that the specifications be amended to provide that said bridges be built in time for traffic to cross not later than October 31, 1956.

This provision will void the day of December 31, 1956, as contained in the fourth paragraph of your letter.

Yours very truly,

COLUMBIA COUNTY COURT

BY John W. Whipple n.

County Judge

JWW:n

RECEIVED
APR 13 1956
[illegible]
[illegible]

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

April 6, 1956

NOTED
J. F. HAGEMANN

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, and a set of plans and specifications in connection with the North Fork Scappoose Creek Bridges on FAS 609 upon which bids will be received April 26th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost, including engineering and contingencies, for this project is $53,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement is a standard form required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than December 31, 1956.

If satisfactory, please sign, have the county clerk attest, with seal, and return all copies of each agreement to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than April 20th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NO[illegible]
Harold C. A[illegible]

Memo to J. W. Nash
2/2/56

North Fork Scappoose Creek Bridges (2)
FAS Route 609

These two bridges over the North Fork of Scappoose Creek are located approximately 3.1 miles and 6.3 miles northwest of the junction of FAS 609 with FA Route 1 at Scappoose. The existing structures are constructed of untreated timber and have deteriorated to the point that they are no longer safe for present traffic.

The proposed project is to construct a reinforced concrete bridge, having a horizontal clearance of 26', at each bridge site on the same alignment as the existing bridges. Both bridges are to be 100' in length. Columbia County will construct required road approaches through an oil mat wearing surface without federal cooperation.

This route is a principal east-west connecting route providing access between the interior of Columbia County and the various cities, including the county seat, located along the Columbia River. It also gives direct access to forest products produced in a continuous yield timber area adjacent to the road.

This route has an 18' wide oil mat wearing surface throughout with 2' to 3' shoulders. The original construction was too light for present heavy log haul; however, due to lack of available funds the county is endeavoring to hold the surface with heavy maintenance. At the present time the county has no plans for reconstruction which would be extremely costly; however, maintenance costs may force reconstruction of particularly troublesome sections in the near future.

Columbia County
Bridge Length (2) - 200'

Funds:		
	Federal	$27,000
	State	9,000
	County	9,000
	Total..	$45,000

NOT[illegible]

JFH:mm

1-13-56

COLUMBIA COUNTY
PROPOSED PROJECTS

FAS 609 - North Fork Scappoose Creek Bridges (2), $42,000. These structures are located approximately 3.1 miles and 6.3 miles northwest of the junction of FAS 609 with the Columbia River Highway (FA Route 1) at Scappoose. The Highway Department Bridge Inventory Nos. are 13,354 and 13,763.

The proposed project is to construct a new bridge having a 26' wide roadway on the same location as each of the existing structures. The FAS project will be for the structures only with Columbia County performing all required road work, providing a detour around each bridge site, and removing the existing bridges.

FAS 567 - Oak Ranch Creek Bridge. $22,000. This structure is located approximately 3.2 miles easterly from the junction of FAS 567 and the Nehalem Highway (FAS 601). The Highway Department Bridge Inventory No. is 13,637.

The proposed project is to construct a new bridge having a 26' roadway on approximately the same location as the existing structure. The FAS project will be for the structure only with Columbia County performing all required road work, providing a detour, and removing the existing bridge.

The county has requested that we make every effort for early contracting of these structures so that they can be open to traffic prior to high water which occurs approximately September 15th.

The $64,000 programmed represents the presently estimated balance of fiscal year 1957 funds available to Columbia County. This may be adjusted as final costs for projects under contract become available. The breakdown of costs between bridges is based on the estimates contained in Mr. Ricketts' letter to the County and City Relations Division dated January 3, 1956. The funds may be adjusted between structures as required.

If these three bridges are let under one contract, provisions should be made for separate determination of the costs of the bridge on FAS 567 and the bridges on FAS 609.

Approved by Hwy Com. 1-26-56

1/13/56
(56-a)

ELMER B. LOYD, COMMISSIONER
DEER ISLAND

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

609

January 10, 1956.

Mr. John Cattrall,
County & City Relations Engineer,
State Highway Department,
Salem, Oregon.

HAGEMANN

Dear Mr. Cattrall:

Referring to the letter written by Mr. E. G. Ricketts, assistant bridge engineer, to John F. Hagemann, Assistant County & City Relations Engineer, under date of January 3, 1956, setting out bridge projects.

Please be advised that the County Court of Columbia County, has decided to request your programming of FAS 609 as you have listed in said letter, involving the North Fork of Scappoose Creek, Bridge No. 13354, at an estimated cost of $22,500, and the North Fork Scappoose Creek, Bridge No. 13763, at an estimated cost of $20,500.

We also would like to have the second item programmed, in FAS 567, Oak Ranch Creek, bridge No. 13637, at an estimated cost of $22,500.

[illegible]

We feel sure these bridges could be programmed at a cost within the amount set up for our county for the year 1956, and trust you will work toward that end.

If we can be of any further assistance, please advise.

Yours very truly,

COLUMBIA COUNTY COURT

By John W. Whipple

John W. Whipple
County Judge

JWW:n

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JAN 11 1956
CO

RECEIVED
JAN 11

FORM E-30 25M 9-51 92318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1956

SUBJECT: Bridge Projects FAS 609
and 567, Columbia County

To:

Mr. John F. Hagemann
Asst. County & City Relations Engineer
Office

This is in reply to your letter of December 12 requesting preliminary estimates on the following projects:

✓ FAS 609

1. North Fork Scappoose Creek, Bridge No. 13354. Preliminary examination of the site indicates that this bridge is on compacted gravel; therefore, a pile trestle structure would not be satisfactory. This bridge has a drainage area of 18.2 square miles. We have estimated that a 100' structure would be required consisting of three continuous concrete spans at 30'-40'-30' built on a skew of 60°. The estimated cost is $22,500. The drainage area is too large for a culvert at this site. r3.

2. North Fork Scappoose Creek, Bridge No. 13763. This structure also will be founded on compacted gravel but will be at right angles to the center line; therefore, a 100' bridge will suffice, consisting of three continuous concrete spans at 30'-40'-30'. The estimated cost is $20,500. It appears that this stream possibly could be carried with a 12'x10' RCBC, 70' long. This culvert would be estimated at $13,200; and, in addition to this cost, there would be the cost of placing the fill and rocking and paving the roadway.

FAS 567

1. Oak Ranch Creek, Bridge No. 13636. This bridge is on solid rock foundation and will require a three span continuous structure of 27'-34'-27' spans on a 60° skew, or 88'. The estimated cost is $18,040. Here again, a 12'x10' RCBC could possibly be used. The culvert is estimated to cost $9,500, to which will have to be added the cost of fill and rocking and paving the roadway.

4 - ref'd.

2. Oak Ranch Creek, Bridge No. 13637. The existing bridge consists of twelve 15' pile trestle spans for a total length of 180'. However, the drainage area is only seven square miles. The height of fill is 29'; therefore, this will require a structure 110' long, which is estimated would cost $22,500. If a culvert were used, a 98-foot 12'x10' RCBC would be required due to the height of fill and skew, which would cost $15,420. In addition, the culvert would have to be filled and the roadway rocked and paved.

In your letter, it is understood that these estimates are not to include any estimated costs for detours as you stated that Columbia County would provide a detour and the cost of removing the existing structures.

E. G. Ricketts

E. G. Ricketts
Assistant Bridge Engineer

EGR/dp

NOTED
J R JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Salem, Oregon
December 12, 1955

Bridge Projects,
FAS 609 and 567,
Columbia County

Mr. P. M. Stephenson
Bridge Engineer

Columbia County has requested bridge projects on FAS 609 (Pittsburg-Scappoose County Road) and FAS 567 (Apiary County Road) for construction with available FAS funds. The bridges are as follows:

✓ FAS 609

1. North Fork Scappoose Creek: Highway Bridge Inventory No. 13354.
   Existing bridge: 119' long untreated pile trestle.
   Location: Approximately 2.9 miles northwest of junction with Columbia River Highway at Scappoose.

2. North Fork Scappoose Creek: Highway Bridge Inventory No. 13763.
   Existing bridge: 105' long untreated pile trestle.
   Location: Approximately 6.3 miles northwest of junction with Columbia River Highway at Scappoose.

FAS 567

1. Oak Ranch Creek: Highway Bridge Inventory No. 13636.
   Existing bridge: 90' long untreated pile trestle.
   Location: Approximately 1.7 miles east of junction with Nehalem Highway.

2. Oak Ranch Creek: Highway Bridge Inventory No. 13637.
   Existing bridge: 180' long untreated pile trestle.
   Location: Approximately 3.3 miles east of junction with Nehalem Highway.

X-ray'd

The county is of the opinion that the two bridges over North Fork Scappoose Creek on FAS 609 could be shortened some. They would also prefer the most economical type of bridge, i.e., reinforced concrete on treated piles if possible.

The county also believes the two bridges over Oak Ranch Creek on FAS 567 could be shortened considerably and possibly a multiplate pipe or concrete box substituted.

It is requested that a preliminary estimate of the type, length, and cost of a new structure at each of these four sites be furnished this office for use in the initial programming of projects. The estimates would be for the structure only as Columbia County would in each case provide a detour, remove the existing bridge, and construct required road approaches.

In the event a multiplate pipe or concrete box culvert would be the most economical for the Oak Ranch Creek crossings, the county would probably have to construct the entire project as it is unlikely the B.P.R. would approve an FAS project for placing only of a pipe or box culvert.

Your early attention to this matter would be appreciated.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

S-312 (1) Barnes Butte Rd. Sec. 1956

4700

S-312 (1) Barnes Butte Rd. Sec. 1956

4700

~~Form~~ A-150—10M—7-56

NOTED
Harold C. Ayers

NOTED
V. ...ES

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 4700
S-312 (1)

NOTED
John F. Hagemann

Crook County
Prineville, Oregon

Attn: County Court

Invoice No. 50305

Date April 26, 1957

Your Req. No.

Billing Request No. 318

Credit distribution: 507-10[illegible]6-297

Final billing, Barnes Butte Road Section, FAS 683, covered by agreement dated 4/27/56.

Original advance deposit	32,300.00	
Less amount previously transferred	22,300.00	
Balance in advance deposit fund		10,000.00
County Share total cost as per attached statement	26,512.73	
Less amount previously transferred	22,300.00	
Balance		4,212.73
To be refunded		$5,787.27

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $__________
By ____________________

State Printing 96066

NOTED
C. G. SWENSON

State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

April 25, 1957

Crook County Court
Courthouse
Prineville, Oregon

NOTE
John F. Hag

Gentlemen:

Final costs are now available for the Barnes Butte Road section of FAS 683 and it has been determined that the agreed county share of these costs as shown in the attached statement is $26,512.73. As the county initially deposited $32,300 a refund of $5,787.27 is due. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County CROOK Contract No. 47[illegible] Date 4 23 [illegible]
(Completed [illegible])

FAS 683 Section [illegible]

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	All	$4,000.00	100%	$ 4,000.00
2. Drainage excavation, unclass.	C.y.	1.50	275.78	413.67
3. General excavation, unclass.	C.y.	.21	62,7[illegible].4	[illegible]
4. Short overhaul	yd. sta.	[illegible]	[illegible],417.	1,[illegible]4.17
5. Long	C yd. sta.	[illegible]	2,278.5	[illegible]
6. Finishing roadbed & slopes	mile	[illegible]	4.58	[illegible]
7. 12" corrugated metal pipe	l.f.	[illegible]	[illegible]	[illegible]
8. 30"	l.f.	11.[illegible]	[illegible]	[illegible]
9. 12" concrete pipe	l.f.	[illegible]	387	[illegible]
10. 18"	l.f.	3.75	348	[illegible]
11. 18" arch type c.m.p.	l.f.	[illegible]	[illegible]	[illegible]
12. 22"	l.f.	5.25	[illegible]	[illegible]
13. 27"	l.f.	[illegible]	[illegible]	[illegible]
14. [illegible] structural plate pipe arch, 8 ga.	l.f.	73.[illegible]	13[illegible]	[illegible]
15. Salvaging culvert pipe	l.f.	7.[illegible]	229	[illegible]
16. Material in base	C.y.	1.27	22,238	28,[illegible]
17. Sprinkling	M gal.	[illegible]	77[illegible]	1,[illegible]
FA#1 Install culvert pipe	l.f.	2.4[illegible]	[illegible]	137.76
Remove & replace fence				[illegible]

Subtotal . . . . $64,9[illegible]
Construction Engineering . . . . [illegible]

TOTAL CONSTRUCTION COSTS $73,712.73
FEDERAL FUNDS COLLECTED FOR PROJECT $35,4[illegible]

AGREED COUNTY SHARE OF TOTAL COST
([illegible] of difference between $5[illegible] and federal funds collected)
($5[illegible] - $35,4[illegible]) [illegible] $[illegible]
100% of all over $5[illegible]
($73,712.73 - $5[illegible]) = 1[illegible],712.73
TOTAL COUNTY SHARE....... = $2[illegible],512.73

County Advance Deposit $32,3[illegible]
Less Agreed County Share 2[illegible]2.73

REFUND DUE COUNTY........ $ [illegible],787.27

JFH:mm

February 14, 1957

FINAL COST ANALYSIS

Barnes Butte Road
Contract No. 4700

County Road
Prefix: 507-1026-S312(1)

Grading and Surfacing
Cartwright Construction Company, Contractor
Ernest L. Scrivner, Resident Engineer

Unit	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All				$ 1,408.44	$ 4,000.00
Drainage Exc., Unclass.	275.78	Cu. Yd.	$ 1.50	$ 1.14	314.91	413.67
Gen. Exc., Unclass.	42,742.4	Cu. Yd.	0.25	0.394	16,851.42	10,685.60
Short Overhaul	100,417	Yd. Sta.	0.01	0.01	1,004.17	1,004.17
Long Overhaul	2,278.8	C-yd. Sta.	0.40	0.40	911.52	911.52
Finish Roadbed & Slopes	4.58	Miles	500.00	791.36	3,624.47	2,290.00
12" Corr. Metal Pipe	10	Lin. Ft.	4.00	3.74	37.45	40.00
36" Corr. Metal Pipe	20	Lin. Ft.	11.00	11.63	232.72	220.00
12" Concrete Pipe	387	Lin. Ft.	2.25	1.71	663.35	870.75
18" Concrete Pipe	348	Lin. Ft.	3.75	3.06	1,068.16	1,305.00
18" Arch Type CMP	96	Lin. Ft.	5.00	3.66	352.31	480.00
22" Arch Type CMP	26	Lin. Ft.	5.25	4.30	111.27	136.50
29" Arch Type CMP	52	Lin. Ft.	9.00	6.26	325.30	468.00
131"x85" Str. Plate Pipe Arch, 8 Gage	130	Lin. Ft.	75.00	65.78	8,551.71	9,750.00
Salvaging Culvert Pipe	229	Lin. Ft.	7.00	1.74	398.38	1,603.00
Material in Base	22,238	Cu. Yds.	1.27	1.22	27,128.54	28,242.26
Sprinkling	770	M/gal.	2.50	2.07	1,591.88	1,925.00
PA #1 Installing Culvert Pipe	56	Lin. Ft.	2.46	1.68	94.08	137.76
Force Account					54.73	62.94
					$64,724.81	$64,546.17

Total Cost	$64,724.81
Gross Revenue	64,546.17
Loss	$ 178.64

RECEIVED
21 1957
OFFICE OF
ENGINEER

Net Loss Equals 0.27% of Gross Revenue

Contract No. 4700

DETAIL OF COST

Labor:

Labor and Supervision	$22,765.59	
Labor Insurance	2,501.44	
		$25,267.03

Materials:

12" CMP, Bands Incl.	10	Lin. Ft. At	$ 2.66	$ 26.64	
36" CMP, Bands Incl.	20	Lin. Ft. "	9.93	198.66	
12" Concrete Pipe	387	Lin. Ft. "	0.99	383.13	
18" Concrete Pipe	348	Lin. Ft. "	2.20	765.60	
18" Arch Type CMP, Bands Inc.	96	Lin. Ft. "	2.71	259.70	
22" Arch T. CMP, Bands Incl.	26	Lin. Ft. "	3.22	83.70	
29" Arch T. CMP, Bands Incl.	52	Lin. Ft. "	5.02	260.82	
131"x85" Struct. Plate, 8 Ga.	130	Lin. Ft. "	52.99	6,888.70	
					$ 8,866.95

Equipment Rentals and Misc. Supplies:

Equipment Rentals (Owned)	$15,994.78	
Hired Equipment	470.00	
Hired Trucks (Fully Operated)	7,653.36	
Gas, Oil, and Grease	4,491.85	
Small Tools and Misc. Supplies	477.00	
Powder and Caps	379.85	
Bond	484.09	
Home Office and General Overhead	639.90	
		$30,590.83

TOTAL COST	$64,724.81

Remarks -

This was a "Federal Aid Secondary Project" calling for the construction of 4.58 miles of highway roadbed, and the construction of 4.58 miles of stone base. The project was bid and awarded April 26, 1956. Work started May 28, 1956 and the project was completed October 10, 1956.

On April 26, 1956, the contractor moved in one D-8 cat and dozer, one D-7 cat and 12-yard scraper, #12 cat blader, 6-yard trucks (2), and one traxcavator with 1 cubic yard bucket and started clearing and grading. The cuts at Stations 37 and 135 required drilling and shooting. These two cuts consisted of about 38% of the grading. A loss was encountered on general excavation.

All cinder base was loaded with traxcavator and hauled to the road in company owned and hired trucks. The cinders were handled on the road with D-8 cat, grid roller and #12 cat blade.

The contractor, having a low unit bid price on general excavation and inadequate grading equipment, suffered a small loss from the project.

M. J. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
JAN 18 1957
FOR FILING

S-312(1)

A

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 16, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4700 4700	7 Final	Cartwright Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
381	H170472	$ 1,936.39	1/16/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F. Cole
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Oct. 10, 1956

Completion Date: Oct. 10, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-17-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 17 1957

RECEIVED
JAN 4 - 1957
FOR FILING

S-312(1)

4700

A

January 4, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4700 for work performed on the Barnes Butte Road Section in Crook County was completed by the contractor, Cartwright Construction Company, on October 10, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $1,936.39 will be released to the contractor on or after January 14, 1957. The total contract amount is $64,546.17, of which amount $62.94 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 6 1956
FOR FILING

S-312 (1)

4700

December 6, 1956

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Cartwright Construction Co. in connection with Contract No. 4700, covering work performed on the Barnes Butte Road Section of the Barnes Butte Road in Crook County. This payment, in the amount of $3,632.19, will be released to the contractor on or after December 17, 1956. The retained percentage is $1,936.39.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
12-6-56
rn

Form E-1—10M—10-55

GON STATE HIGHWAY DEPARTM T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

5-312(1)

M

For Week Ending November 30, 1956

Section Barnes Butte County Road

Highway Barnes Butte County Road

Contractor Cartwright Const. Co.

Date of contract May 28, 1956

Date work started May 28, 1956

Project authorization $79,585.31

Exclusive of Engineering $73,925.91

Kind of work Grading and Stone Base

Section prefix 507-1026

Contract number 4700

Date of completion July 31, 1956

Estimated date of completion Oct. 10, 1956

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $64,600

Estimated per cent overrun or underrun Underrun 12.6 %

Per cent of contract completed, based on total contract price 87.4 %

Engineering authorization $5659.40

Engineering cost to date $8,560, 151.3 %

Date project was completed October 10, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Submitted Semi-Final estimate to the Division Office on Wednesday of this week.

- Final Report *

Noted
M. N. Juve

NOTED
L. H. Young

RECEIVED
DEC 3 1956
CONSTRUCTION ENGINEER

NOTED
D. J. BARBEE

Signed

Address P.O. Box 182, Prineville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 80712

	GRADING	SURFACING	MAIN ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.58	4.58			
Miles partially completed	4.58	4.58			
Miles completed	4.58	4.58			
Total estimated quantities (contract)	56,000 Cy	24,000 CY			
Total quantities corrected to date	42,742.4 CY	22,238 CY			
Estimated quantities moved or placed to date	42,742.4 CY	22,238 CY			
Average daily quantities	Project Completed				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy & Cold		
Tuesday	Cloudy & Cold		
Wednesday	Cloudy & Cold		
Thursday	Partly Cloudy & Cool		
Friday	Clear & Cool		
Saturday			

A

RECEIVED
NOV 29 1956
FOR FILING

2-212 (1)

4700

November 28, 1956

Cartwright Construction Co.
Durkee
Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from July 31, 1956 to October 13, 1956 within which to complete your contract No. 4700, covering the Barnes Butte Road Section in Crook County.

We are pleased to inform you that the State Highway Commission granted your request to and including October 10, 1956, the actual completion date of the contract. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: Dean Swift,
Division Engineer

Ernest L. Scrivner,
Resident Engineer

Tom Edwards,
Construction Engineer

1

RECEIVED
OCT 19 1956
FOR FILING

S. 3120

4700

October 19, 1956

Oregon State Highway Commission

Request for extension of time
No. 14
November 8 and 9 meeting

Gentlemen:

Herewith is a request from Cartwright Construction Company for an extension of time on the Barnes Butte Road Section, Contract No. 4700, from July 31, 1956 to October 13, 1956.

The awarding was held up approximately 30 days due to the failure of Crook County to furnish its portion of the funds to be expended on this section. Also, there were some changes in the grading quantities after the contract was awarded, which altered the method of the contractor. This project was actually completed on October 10, 1956, and I recommend that the extension be granted, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAP:of fn

A

RECEIVED
OCT 17 1956
FOR FILING

S-312 (1)

4700

October 16, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 10, 1956, on Contract No. 4700, Barnes Butte Road Section, in Crook County, in connection with Federal Aid Project No. S-312(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:ia

cc: John Cottrell

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
V. R. JONES

Crook County
Prineville, Oregon

NOTED
J. W. CATTRALL

Attn: County Court

NOTED
J. [illegible]

Invoice No. 46582

Date August 2, 1956

Your Req. No.

Billing Request No. cc-256

Credit distribution: 507-1026-297

Advance Deposit

Partial transfer county's share total cost. Barnes Butte Road Section, FAS 683, in Crook County. Covered by agreement dated 4/27/56	32,300.00
To be retained	22,300.00
	$10,000.00

RECEIVED
AUG 3 1956
ENGINEER
COUNTY & CITY [illegible]

State Printing 88944

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between ____________________

consisting of 4.580 miles of roadway and ______ (Number) ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirty-five thousand, four hundred and 00/100 dollars ($35,400.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is seventy-seven thousand, five hundred ninety-six and 75/100 dollars ($77,596.75).

Comm—DC—32551

CPRS-2116

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Crook
Project No. S-312(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 1st day of August, 1956, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 22nd day of March, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 4.580 miles of grading and drainage and two-lane low type surfacing,
(Character of work)

between FAS 401 and FA Route 5 northeast of Prineville
(Control points)

consisting of 4.580 miles of roadway and no bridges
(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirty-five thousand, four hundred and 00/100 dollars ($ 35,400.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is seventy-seven thousand, five hundred ninety-six and 75/100 dollars ($ 77,596.75).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—33205

7

July 30, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing two copies of project agreement, signed by the Highway Commission, for the Barnes Butte Road Section, Project No. S-312(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HMC:ia

Encl.

4700

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Barnes Butte Road Section
Barnes Butte Road.
Crook County

NATURE OF WORK:

Grade and Rock Base

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4700 Cartwright Constr. Co. 5-28-56

DATE OF COMPLETION:

7-31-56

REMARKS:

S-312(1)
4750

June 6, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the Barnes Butte Road Section, Project No. S-312(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

MC:ia

Encl.

S-312(1)
4700

Oregon State Highway Department

Federal Aid Secondary
Project S-312(1)

BARNES BUTTE ROAD SECTION OF THE
BARNES BUTTE ROAD IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1956

Type Code 2010
Roadway (Sta. 0+10 to Sta. 241+89.20)

All Required	Clearing and Grubbing	$	$ 4,000.00
300 cu. yds.	Drainage Excavation, Unclassified	1.50	450.00
56,000 cu. yds.	General Excavation, Unclassified	0.25	14,000.00
140,000 yd. sta.	Short Overhaul	0.01	1,400.00
2,600 C-yd.sta.	Long Overhaul	0.40	1,040.00
4.58 Miles	Finishing Roadbed and Slopes	500.00	2,290.00
10 lin. ft.	12-inch Corrugated Metal Pipe	4.00	40.00
20 lin. ft.	36-inch Corrugated Metal Pipe	11.00	220.00
650 lin. ft.	12-inch Concrete Pipe	2.25	1,462.50
400 lin. ft.	18-inch Concrete Pipe	3.75	1,500.00
100 lin. ft.	18-inch Arch Type Corrugated Metal Pipe	5.00	500.00
40 lin. ft.	22-inch Arch Type Corrugated Metal Pipe	5.25	210.00
40 lin. ft.	29-inch Arch Type Corrugated Metal Pipe	9.00	360.00
140 lin. ft.	131" x 85" Structural Plate Pipe-Arch, 8 Ga.	75.00	10,500.00
70 lin. ft.	Salvaging Culvert Pipe	7.00	490.00
24,000 cu. yds.	Material in Base	1.27	30,480.00
600 M-gals.	Sprinkling	2.50	1,500.00
			$70,442.50
All Required	Flagging (57½% of Contractor's Cost)		100.00
	Subtotal		$70,542.50
	10% Engr. & Cont.		7,054.25
	Total		$77,596.75

Length of Roadway 4.580 Miles
Cost of Roadway Per Mi. $16,942.52

Federal Funds..	$35,400.00
State Funds..	11,800.00
County Funds...	30,396.75
	$77,596.75

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited with the Highway Department by Crook County.

RECEIVED
JUN 13 1956
FOR FILING

S-3134

4700

June 13, 1956

Cartwright Construction Co.
Durkee
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4700, which was awarded to you by the State Highway Commission on May 28, for grading and stone base on the Barnes Butte Road Section of the Barnes Butte Road in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

June 8, 1956

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
J. W. CATTRALL

Dear Mr. Polk:

Attached are three copies each of a maintenance agreement and encroachment resolution covering Oregon Project No. S-312(1), Barnes Butte Road section of FAS 683 in Crook County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:[redacted]
Att.

RECEIVED
JUN 5 - 1956
FOR FILING

S-312(1)

4700

June 4, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 28, 1956 on Contract No. 4700, Barnes Butte Road Section, in Crook County, in connection with Federal Aid Project No. S-312(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RECEIVED
MAY 31 1956
FOR FILING

5-3(2(1)

4700

NOTED
J. Mc C.

May 28, 1956

Cartwright Construction Company
Durkee, Oregon

Gentlemen:

The State Highway Commission on April 26, 1956, accepted your proposal for grading and base on the Barnes Butte Road Section of the Barnes Butte Road, about 1.5 miles north of Prineville in Crook County for the sum of $70,442.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4700.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

R. G. Savage, SIAC
Forrest Cooper
S. H. Probert

RECEIVED
MAY 29 1956

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 28, 1956
11:10 a.m.

Cartwright Construction Co.
Durkee, Oregon

Contract for grading and base Barnes Butte Road, Crook County for which you submitted low bid on April 26, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

RECEIVED
MAY 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
MAY 29 1956
FOR FILING
S-312(1)

4700

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1956

SUBJECT: Barnes Butte Road Section
FAS 683, Crook County

To: Mr. G. S. Paxson
OFFICE

We have received this date an advance deposit of $32,300. in connection with the subject County FAS project. The County Judge also has advised that all right-of-way has been obtained and the project is clear for award of a contract.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te

cc: Mr. S. H. Probert

NOTED
G. S. PAXSON

RECEIVED
MAY 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Harold C. Ayers

Salem, Oregon
May 25, 1956

Crook County Advance Deposit
FAS 683

Mr. C. H. Maison
OFFICE

Attached is Crook County Warrant No. 10474 in the amount of $31,255.93 which together with the $1,044.07 refund due on the Houston Lake-Powell Butte Section of FAS 651 which is being retained by the State, makes up the total deposit of $32,300.00 required in connection with the Barnes Butte Road Section of FAS 683.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

CROOK COUNTY, PRINEVILLE, OREGON

OFFICE OF THE CLERK
HAZEL A. POWELL

NOTED
J. W. CATTRALL

May 25, 1956

Oregon State Highway Dept.
Salem, Oregon

Attention John W. Cattrall
Engineer, County & City Relations

Dear Mr. Cattrall:

Enclosed is Crook County Road Fund Warrant in the amount of $31,255.93 advance deposit required in connection with Barnes Butte Road Section FAS 683.

The full amount of deposit requested was $32,300.00. From this was deducted $1,044.07 the balance in your office to our credit on the construction of Houston Lake-Powell Butte Section of FAS 651. The Credit of $1044.07 and the warrant for $31,255.93 making up the total deposit of $32.300.00

Yours very truly,

Hazel A Powell
County Clerk

RECEIVED
MAY 25 1956
[illegible] RELATIONS

Check on R/W
OK 5/28/56 Phone conversation
Judge Fowler
JFH.

NOTED
J. W. CATTRALL

May 23, 1956

Crook County Court
Courthouse
Prineville, Oregon

NOTED
J. F. [illegible]

Gentlemen:

Final costs of the Houston Lake-Powell Butte Section of FAS 651 are now available and it has been determined that the agreed County share of these costs is $7,915.93 as shown in the attached cost statement. As the County initially deposited $8,960.00 a refund of $1,044.07 is due. As per our recent telephone conversation with Judge Fowler, we will retain this refund and apply it toward the advance deposit required in connection with the Barnes Butte Road Section of FAS 683.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:te
Att.

NOTED

May 7, 1956

Mrs. Hazel A. Powell
Crook County Clerk
P. O. Box 488
Prineville, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HA[illegible]NN

NOTED
J. W. CATTRALL

Dear Madam:

Enclosed are two copies of a finance agreement covering the Barnes Butte Road section of FAS 683 in Crook County.

Will you please attest both copies and affix the seal and return the copy marked "Secretary" on the yellow distribution sheet to this office? The remaining copy is to be retained by you for the County's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Encl.

RECEIVED
MAY 24 1956
~~FOR FILING~~
5-312 (1)
4700

5.312(1)

maint. - 277
fin. - 127

Salem, Oregon
May 4, 1956

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies and two executed copies of a maintenance agreement; also two copies of a finance agreement with Crook County covering the Barnes Butte Road Section, FAS 683, in Crook County, which requires the attest of the County Clerk.

When fully signed please return one maintenance and one finance agreement to this office for the Commission's files.

Secretary

FA
Attach: 8

FORM 230—50M—11-55—80824

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 25, 1956

SUBJECT: Barnes Butte Road Section
FAS 683, Crook County

To: Mr. G. S. Paxson
OFFICE

4 copies of Maintenance "A" [illegible] Signed

Attached are ~~three~~ two copies of an agreement covering the Barnes Butte Road section of FAS 683 in Crook County.

Two copies of the agreement have been signed by the Court but have not had the seal affixed nor been attested by the clerk. After signature by the Highway Commission will you have all copies returned to this office by Mr. Glaisyer so that we may send them to Crook County for attest and seal. We will then send a copy to the general files and one to the county.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on November 3, 1955.

John D. Graham
John D. Graham
Office Engr., County & City Relations

2 "A"
2 copies of each to be signed

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-3-55 Minute Page 54
Secretary

APPROVED
Paxson
ASST. STATE HIGHWAY ENGINEER
Date Apr 25 1956

D
J. W. [illegible]RALL

April 30, 1956

Crook County Court
P. O. Bxo 488
Prineville, Oregon

NOTED
J. W. CATTRALL

NOT[illegible]
J. F. HAGE[illegible]

Gentlemen:

On April 26th the Highway Commission received a satisfactory bid from Cartwright Construction Company of Durkee for the construction of the Barnes Butte Road Section of FAS 683. As per the agreement between State and County, an advance deposit based on the low bid is required from the County prior to award of a contract. The amount of this deposit is as follows:

Bid Items		$70,442.50
Anticipated Additional Items		
Flagging	$100.00	
Move Cattle Guard	200.00	300.00
12-1/2% Engineering & Contingencies		8,842.81
Estimated Total Cost		$79,585.31
Advance Deposit		
100% of all over $59,000 =		$20,585.31
20% of $59,000 =		11,800.00
TOTAL ADVANCE DEP.		$32,385.31 / Say $32,300

Please make this deposit by means of a check or warrant in the amount of $32,300 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit and a letter certifying that all right-of-way has been acquired, a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

Refund due on
FAS 651 to be
retained = $1,044.07
Cash Deposit = 31,255.93
$32,300

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V R JONES

April 6, 1956

NOTED
J. W. CATTRALL

NOT
Harold C. A

Crook County Court
P. O. Box 488
Prineville, Oregon

Gentlemen:

Enclosed are four copies each of 23 option forms covering right-of-way required in connection with the Barnes Butte Road section of FAS 683. Under separate cover we are forwarding two prints of a map showing the property described.

If you have already obtained this right-of-way, please advise by letter and ignore the option forms. If not, your immediate attention to this matter would be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM E-90 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 6, 1956
Salem, Oregon

SUBJECT: Options

To: Mr. John Cattrall
County-City Relations Engr.
OFFICE

Attached you will find twenty-three option forms in quadruplet covering right of way to be acquired by Crook County in connection with the Barnes Butte County Road in Crook County. This contract is scheduled for letting in April 1956.

We are forwarding under separate cover two prints of Map No. 8B-1-13 covering this area and bearing our date of April 4, 1956.

File No.	Name	Area
24760	E. Wagoner, et ux	0.43 Acre
24761	Don R. Nettleton, et ux	0.01 "
24762	Earl S. Gridley, et ux	0.41 "
24763	Leroy C. Smith, et ux	0.01 "
24764	Kenneth R. McKenzie, et ux	0.01 "
24765	Noble Hampton, et ux	0.03 "
24766	George E. McClun, et ux	0.01 "
24767	Robert H. Thompson, et ux	0.25 "
24768	Norman A. York, et ux	0.05 "
24769	Amos J. Pinckard, et ux	1.11 Acres
24770	Claude Dunham, et ux	0.12 Acre
24771	John Hudspeth, et ux	1.38 Acres- Par. 1
		0.76 Acres-Par. 2
24772	Earl Mizer	1.54 Acres
24773	Hallie M. Hoselton, et ux	4.56 "
24774	A. R. Graffenberger	0.5 "
24775	Allen Hoskins, et ux	0.13 "
24776	Darrel Hoskins, et ux	0.01 "
24777	Harry Peeples, et ux	0.2 "
24778	Roscoe Hopper	0.4 "
24779	Clarence Allen, et ux	0.49 "
24780	Joseph R. Hays	0.04 "
24781	Edward Brewer	0.03 "
24782	Floyd C. Pierce, et ux	0.03 "

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

MM:jm
cc: R. L. Porter

NOTED
Harold C. Ayers

April 4, 1956

NOTED
J. W. CATTRALL

NOTED
J. W. CATTRALL

Crook County Court
P. O. Box 488
Prineville, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Barnes Butte Road Section of FAS 683 upon which bids will be received April 26th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. It also provides that the county will pay 100% of all costs in excess of $59,000 (unused balance of total FAS funds available to Crook County). The estimated total cost, including engineering and contingencies, for this project is $90,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than July 31, 1956.

If satisfactory, please sign, have the county clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than April 20th.

If all right-of-way required for this project has been obtained, please include with the agreements a letter certifying as much.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

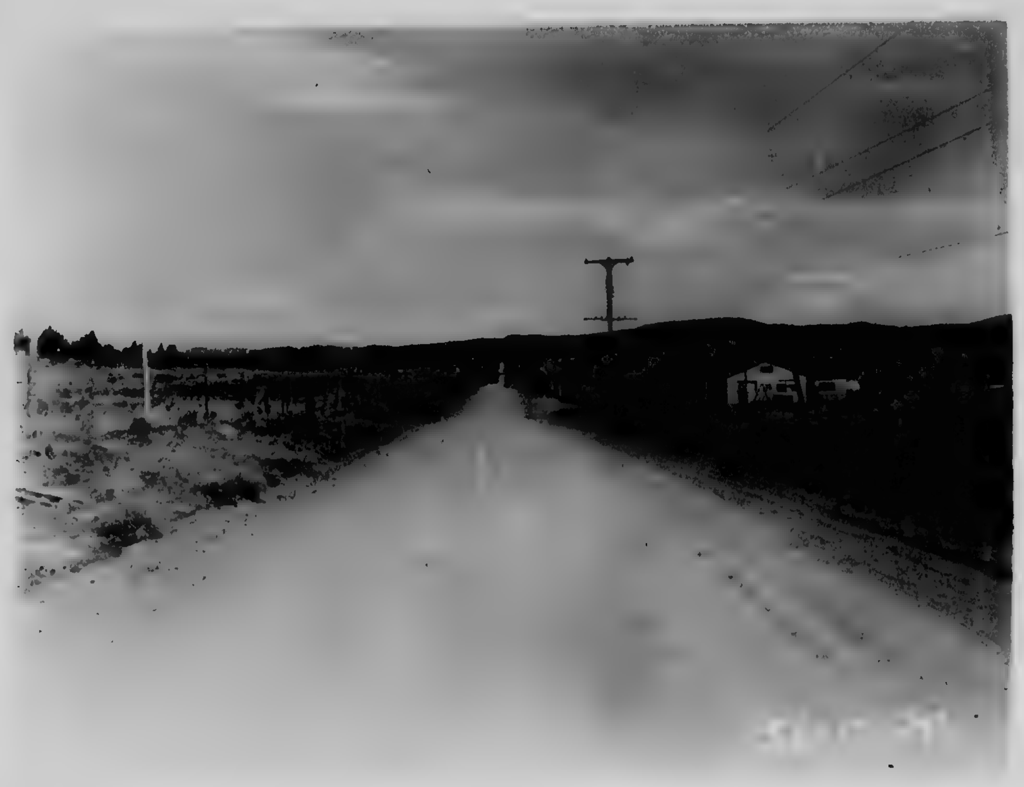
JFH:mm
Encl.

FAS 683 County Crook Contract No. 4700

Section

Location

3-22-56



NOTED
V. R JONES

NOTED
J. W. CATTRALL

Salem, Oregon
March 14, 1956

FAS 683, Crook County
Barnes Butte Road Section

Mr. Forrest Cooper
OFFICE

NOTED
J. F. [illegible]

The field data for the Barnes Butte Road section of FAS 683 in Crook County has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

The county has agreed to pay all costs in excess of the available FAS funds ($59,000); however, if the reviewed estimate materially exceeds the field estimate this office should be advised in order to clear the additional costs with the county.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: V. G. O'Neil
Frank Hall

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

3/2/56
[illegible]

Memo to J. W. Nash

Barnes Butte Road Section
FAS Route 683

This project includes the entire route of FAS 683 and extends from FAS 401 approximately 1.5 miles north of the north city limits of Prineville, easterly and southerly to FA Route 5 approximately 2 miles east of the east city limits of Prineville. The existing road is 22' in width with a light gravel wearing surface. The grade follows the ground line which is rolling.

The proposed project is to grade and drain to an improved grade and alignment and place pitrun cinders to a top width of 25-1/2'. The county, without federal cooperation, will place leveling material as required and construct a 20' wide type O-11 oil mat wearing surface with 2' shoulders. The federal funds for the project are limited by funds available to Crook County under Oregon's allocation policy.

This route serves an irrigated farming area which is also beginning to develop as a suburban residential and small residential farm area. It is a mail and school bus route.

Crook County
Length: 4.58 miles

Funds:		
	Federal	$35,400
	State	11,800
	County	46,800
	Total..	$94,000

JFH:mm

NOTED
V. R. JONES

December 13, 1955

NOTED
Harold C. Ayers

Crook County Court
P. O. Box 488
Prineville, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

This is to advise that the addition of FAS 683, Barnes Butte Road, was approved by the Bureau of Public Roads effective December 6, 1955. Please revise your maps of the FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

See ST #105

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

NOTED
V. R. JONES

November 16, 1955

County Court of Crook County
Prineville, Oregon

NOTED
Harold C. Ayers

[illegible] ANN

NOTED
J. W. CATTRALL

COPY

Gentlemen:

The State Highway Commission at its meeting on November 3, 1955, discussed your request for the addition of the Barnes Butte Road to the Federal-aid Secondary Highway system of your County. This road extends easterly and southerly from a junction with FAS 401 north of Prineville to a connection with the Ochoco Highway east of Prineville, a distance of 4.5 miles. You will be pleased to know that the Commission approved your request.

At the same meeting the Commission approved an allocation of $57,000 of FAS funds to finance the grading and surfacing of this road.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: J. W. Cattrall ✓

RECEIVED
NOV 17 1955
[illegible]

NOTED
V. R. JONES

NOTED
Harold [illegible] Ayers

November 7, 1955

Crook County Court
P. O. Box 488
Prineville, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On November 3rd the Highway Commission approved the addition of the Barnes Butte Road (proposed FAS 683) to the FAS System. This proposed route will now be submitted to the Bureau of Public Roads for approval and you will be notified when said approval has been received.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

November 7, 1955

Crook County Court
P. O. Box 488
Prineville, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On November 3rd the Highway Commission approved the county FAS project on FAS 683 as described in the attached tabulation. Preparation of plans and specifications and approval by the Bureau of Public Roads are required prior to contracting. The preliminary engineering will be under the supervision of our division office at Bend and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

CROOK COUNTY
PROPOSED PROJECT

FAS 683 - Barnes Butte Road Section, Approximately 4.5 Miles, $57,000. This section extends from FAS 401 approximately 1.5 miles north of the city limits of Prineville, easterly and southerly to the Ochoco State Highway approximately 2 miles east of the city limits of Prineville.

The proposed project is to grade and place base material and leveling course for a finished width of 24'. The county plans to place an oil mat wearing surface after completion of the FAS project. The county has requested that the grade and alignment be improved to a suitable standard. This will involve only minor changes at two or three curves in the horizontal alignment; however, considerable improvement of the grade line would be required as the country is rolling and the present road follows the ground line. The members of the County Court advise that they know of no rock or gravel sources in this area and requested that, if none are found within an economical haul distance, pit-run cinders from the pit used for the Huston Lake-Powell Butte project constructed this year be used for the base. In the event pit-run cinders are used no leveling course would be required as the county would process these cinders with its grid-roller prior to oiling. This method of construction has proved very satisfactory in this area. The county has further advised that it will pay all costs in excess of the available FAS funds required to complete the project.

The $57,000 programmed represents the presently estimated balance of fiscal years 1956 and 1957 funds available to Crook County. This may be adjusted as final costs for projects under contract become available.

10/20/55

October 31, 1955

NOTED
V. R. JONES

Crook County Court
P. O. Box 488
Prineville, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

Enclosed are two prints of a general highway map upon which the proposed addition to the FAS System of FAS 683 (Barnes Butte Road) is shown colored in red.

Please indicate approval by signing the map in the space provided and returning one signed print to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

104-1072 Vine Maple Bridge Sec. 1956

4701

RECEIVED
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 26, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4701	14 Post Final	P. S. Lord Mechanical Contractors	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6371	H207964	$2,958.77	3-25-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: Aug. 31, 1957

Time Extensions: Dec. 31, 1957

Completion Date: Nov. 14, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 26, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 26 1958
GKU.

NOTED ON CARD
gm

A

RECEIVED
MAR 19 1958
FOR FILING

4701

Mar. 19, 1958

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

You are hereby notified that a post-final payment will be made to P. S. Lord Mechanical Contractors on Contract No. 4701, for bridge, grading and stone base on the Nehalem River (Vine Maple) Bridge Section of the Fishhawk Falls Highway in Clatsop County.

This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $189,183.91, including the post-final payment of $2,958.77. Of the total, $9,787.59 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em
cc: Commerce Investment, Inc.
Commerce Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
FEB 21 1958

~~FOR FILING~~

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 18, 1958

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
4701	13 Final	P. S. Lord Mechanical Contractors	
~~(VOUCHER~~ NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2976	H 204595	$6,689.56	2/18/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion date:	Aug. 31, 1957
Time Extensions:	Dec. 31, 1957
Completion Date:	Nov. 14, 1957
Date Accepted:	Dec. 5, 1957
Penalties:	None of record
Claims:	None of record
Remarks:	

Date: Feb. 18, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 19 1958
GRW.

NOTED ON CARD
JM

RECEIVED
FEB 10 1958
FOR FILING

4701

Feb. 7, 1958

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4701 for bridge, grading and stone base on the Nehalem River (Vine Maple) Bridge Section of the Fishhawk Falls Highway in Clatsop County was completed by the contractor, P. S. Lord Mechanical Contractors, on Nov. 14, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $6,689.56 will be released to the contractor on or after Feb. 17, 1958. The total contract amount is $186,225.14, of which amount $9,787.59 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

om

cc: Commerce Investment, Inc.
Commerce Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
JAN 29 1958
FOR FILING

4701

Jan. 28, 1958

Mercer Steel Co., Inc.
2555 N. W. Nicolai St.
Portland 10, Oregon

Attention: Neil A. Austin

Gentlemen:

Our Contract No. 4701, awarded to P. S. Lord Mechanical Contractors for construction of the Vine Maple Bridge over the Nehalem River was completed Nov. 14 and accepted by the Highway Commission on Dec. 5, 1957. Final payment has not yet been made.

This is in reply to your letter of January 24 concerning the status of this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

F:em

RECEIVED
JAN 29 1958
FOR FILING

[illegible]

4701

Jan. 28, 1958

Mercer Steel Co., Inc.
2555 N. W. Nicolai St.
Portland 10, Oregon

Attention: Neil A. Austin

Gentlemen:

Our Contract No. 4701, awarded to P. S. Lord Mechanical Contractors for construction of the Vine Maple Bridge over the Nehalem River was completed Nov. 14 and accepted by the Highway Commission on Dec. 5, 1957. Final payment has not yet been made.

This is in reply to your letter of January 24 concerning the status of this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

F.:em

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2555 N. W. NICOLAI STREET
PORTLAND 10, OREGON

January 24, 1958

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glazier, Secretary

Gentlemen:

This company has supplied labor and material to P. S. Lord, Mechanical Contractor, on State Contract 4701, Vine Maple Bridge over the Nehalem River.

We would appreciate your letting us know if this bridge has been completed and, if so, its acceptance date by the Highway Commission. If the bridge has not yet been completed, could you give us your estimate of the probable month of completion and acceptance.

Thank you very much for your cooperation.

Sincerely,

Neil A. Austin
Neil A. Austin

NAA/jm

REFERRED TO
[illegible]
BY SECRETARY
prepare reply

RECEIVED
JAN 27 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 10 1957
FOR FILING

[illegible]
4701

Dec. 9, 1957

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to P. S. Lord Mechanical Contractors in connection with Contract No. 4701, for bridge, grading and stone base on the Nehalem River (Vine Maple) Bridge Section of the Fishhawk Falls Highway in Clatsop County. This payment, in the amount of $10,574.48, will be released to the contractor on or after Dec. 19, 1957. The retained percentage is $5,552.65.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Commerce Investment, Inc.
Commerce Bldg.
Portland, Oregon

NOTED ON CARD
cm

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Nehalem River (Vine Maple) Bridge.

Highway Fishhawk Falls County Clatsop

Contractor P. S. Lord

Date of contract June 4, 1956

Date work started July 11, 1956

Project authorization Exclusive of engineering $ 222,818.00

Estimated cost of completed project, exclusive of engineering $

SEE RESIDENT BRIDGE ENGINEER'S REPORT

Estimated per cent overrun or underrun %

Per cent of contract completed, based on total contract price %

Engineering authorization $

Engineering cost to date $, %

For Week Ending October 25, 1957

Kind of work Bridge, Grading & Paving

Section prefix 104-1072

Contract number 4701

Date of Completion

~~Specified work days~~ August 31, 1957

Est. Date of Completion ~~Work days used~~ October 31, 1957

Per cent of time elapsed %

Date project was completed Nov. 14, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate and supporting data will be turned over to the Resident Bridge Engineer on this project the first of next week.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
OCT 28 1957
NOTED: E y B
CE ACE ACE COE

RECEIVED
OCT 28 1957
OFFICE OF
DIVISION ENGINEER
DIVISION No. 2

~~Noted~~
M. N. Juve

NOTED
C. E. PAULSEN

NOTED
FORREST COOPER

Signed E J Hall Res. Engr.

Address P.O. Box 543 Astoria

nal copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.40	0.40			
Miles partially completed					
Miles completed	0.40	0.40			
Total estimated quantities (contract)	15,000 C.Y.	4,100 C.Y.			
Total quantities corrected to date	16,050 C.Y.	3,474 C.Y.			
Estimated quantities moved or placed to date	16,050 C.Y.	3,474 C.Y.			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Showers		
Friday	Showers		
Saturday			

FORM E-123

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

RECEIVED
AUG 12 1957
FOR FILING
4701

August 12, 1957

P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 8 had under discussion your request for an extension of time from Aug. 31, 1957 to Dec. 31, 1957 within which to complete your Contract No. 4701, for bridge, grading and stone base on the Nehalem River (Vine Maple) Bridge Section of the Fishhawk Falls Highway in Clatsop County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: P. M. Stephenson
J. D. Walker
George Danforth

RECEIVED
AUG 6 1957
FOR FILING

[illegible]

4761

August 2, 1957
Request for extension of time
No. 8
August 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Re: Nehalem River (Wine Maple) Bridge
Contract No. 4761

P. S. Lord Mechanical Contractors, contractors on the Nehalem River Bridge on the Fishhawk Falls Highway, have requested an extension of time from August 31, 1957 to December 31, 1957 in which to complete the project.

The contract required the removal of one pier on the existing structure and replacing it with a new pier on new alignment. When this pier was removed, it was found that it was on unsuitable foundation contrary to the plans for the structure. It was then decided to remove the remainder of the piers for the existing structure and replace them with new piers. This additional work necessitates the extension of time requested.

It is recommended that this extension of time be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

This contract does not carry the liquidated damage provision.

Very truly yours,

W. C. Williams
State Highway Engineer

PHS/mm

Attached

RECEIVED
APR 15 1957
FOR FILING

[illegible]

4701

April 12, 1957

Oregon State Highway Commission

Gentlemen:

We have a contract under way for the rebuilding of the Vine Maple Bridge over the Nehalem River, Contract 4701. In this contract it was the intention to use the piers of the present bridge which were built by Clatsop County about 30 years ago. The information which we had, showed these piers to be sitting on solid rock. It now develops that, rather than on rock, they are sitting on very short piling which are not adequate to carry the loads of the new structure. It will be necessary to construct two new piers for this project. The estimated cost of the new piers is $43,250.

The contract authorization for this project is $179,568, and it is requested that the authorization be increased in the amount of the pier cost to $222,818. This matter will be on the agenda for the April 19 meeting for your consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. C. H. Maison

GSP:gm .fn

FORM E-30X—30M—11-55—90223

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1957

SUBJECT: Vine Maple Bridge

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

The original structure across the Nehalem River known as the Vine Maple Bridge was constructed to our plans by Clatsop County. At the time that we designed the reconstruction of this bridge, our information was that no piling had been used as foundation piling under the piers. During the removal of the one pier which was required to be removed in the reconstruction, it was discovered that this pier was on piling. Since then additional information has indicated that the two remaining piers are setting on piling although this piling is only 5'-6' in length. The new superstructure which is a continuous box girder series will impose a much heavier load on the piers than it is felt these piling will sustain. It is our opinion that the two remaining piers should be removed and be replaced with two new piers carried to the solid rock foundation.

Our estimate for the cost for removing the two piers and building two new ones is $43,250. If you agree to the above proposal, kindly ask for the authorization for this project.

P. M. Stephenson

P. M. Stephenson
Bridge Engineer

PMS/mm

NOTED
S. PAXSON

RECEIVED
APR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—30M—11-55—00826

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1957

SUBJECT: Vine Maple Bridge

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

The original structure across the Nehalem River known as the Vine Maple Bridge was constructed to our plans by Clatsop County. At the time that we designed the reconstruction of this bridge, our information was that no piling had been used as foundation piling under the piers. During the removal of the one pier which was required to be removed in the reconstruction, it was discovered that this pier was on piling. Since then additional information has indicated that the two remaining piers are setting on piling although this piling is only 5'-6' in length. The new superstructure which is a continuous box girder series will impose a much heavier load on the piers than it is felt these piling will sustain. It is our opinion that the two remaining piers should be removed and be replaced with two new piers carried to the solid rock foundation.

Our estimate for the cost for removing the two piers and building two new ones is $43,250. If you agree to the above proposal, kindly ask for the authorization for this project.

P. M. Stephenson

P. M. Stephenson
Bridge Engineer

PMS/mm

NOTED
PAXSON

RECEIVED
APR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 7 1956
FOR FILING
104-1072

4701

AGENDA
NOV 8 1956
3 j

Load Limit

3yr. 9Mo.

Vine Maple Br M.P. 3.75 Fishhawk Falls Sec. 103
10 Ton L.L. Nov. 1, 1956 8:00 A.M.

~~Sale of Used Equip.~~

AGENDA
NOV 8 1956
3-j
3 j

RECEIVED
JUL 5 1956
FOR FILING

10-4-1072

[illegible]

July 3, 1956

P. S. Lord Mechanical Contractors
4707 Southeast Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4701 which was awarded to you June 4, 1956, by the State Highway Commission, covering NEHALEM RIVER (VINE MAPLE) BRIDGE in Clatsop County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

pp
Enclosure

RECEIVED
JUN 6 - 1956
FOR FILING

[illegible]

4701

June 6, 1956

P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie
Portland, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4701 for construction of a bridge, grading and stone base on the Nehalem River (Vine Maple) Bridge Section of the Fishhawk Falls Highway in Clatsop County.

This award was based on your bid of $152,630 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAR 30 1956
FOR FILING

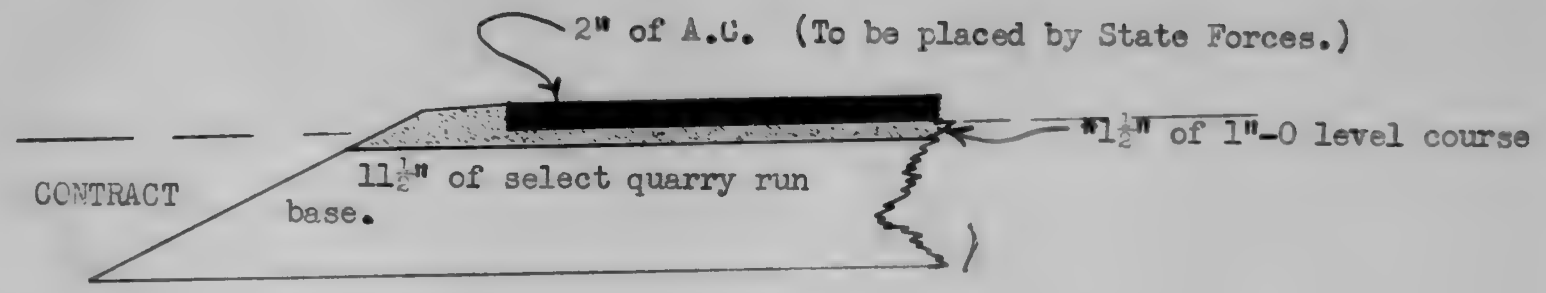
4701

104 12 12

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Vine Maple Bridge Highway Fishhawk Falls County Clatsop Prefix
Res. Engr. D. C. King Length of Project 0.36 Miles. Sta. 9+22.83 to Sta. 32+00 Date 1-10-56

TYPICAL SECTIONS ADT Trucks - 30 Traffic Classification - M



2" of A.C. (To be placed by State Forces.)
*1½" of 1"-0 level course
CONTRACT
11½" of select quarry run base.

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			2 *1½ 11½	A.C. Le Quarry Run
15			15	

TYPICAL SOIL
89 % Pass 200
40 LL
8 PI
48 % Silt
12 "R" Value

NOTE:
*Compute level course as 3" thickness, but allow 1½" on profile grade. (Extra level course needed to fill holes in Quarry run rock.)

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Humbug Q. M.P. 17.26, Sunset Hwy.	381757	2.85	Rock	- -	- - -	- -	15.1	0.6	24	0	Base
Hjortland Q., M.P. 6.70, Sunset Hwy. (Stock-pile)	303486	2.85	Cr. Rock	1	45.4	7.5	19.0	- - -	22	0	Base

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Ray Webber
Soils Engineer

Recommended by L. W. Young
Construction Engineer

Recommended by F. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

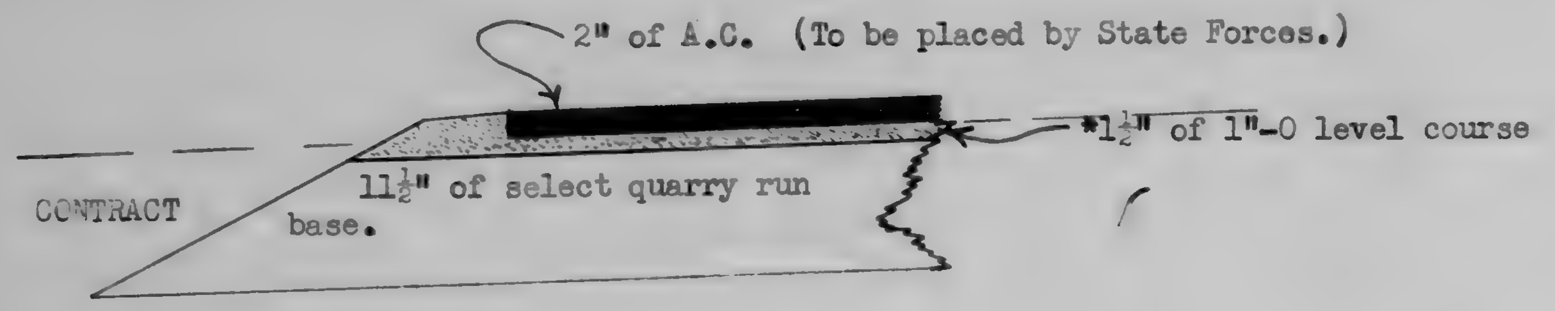
RECEIVED
MAR 30 1956
FOR FILING

4701

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Vine Maple Bridge Highway Fishhawk Falls County Clatsop Prefix
Res. Engr. D. C. King Length of Project 0.36 Miles. Sta. 9+22.83 to Sta. 32+00 Date 1-10-56

TYPICAL SECTIONS ADT Trucks - 30 Traffic Classification - M


2" of A.C. (To be placed by State Forces.)
*1½" of 1"-0 level course
11½" of select quarry run base.
CONTRACT

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			2	A.C
			*1½	Le
			11½	Quarry Run
15			15	

TYPICAL SOIL
89 % Pass 200
40 LL
8 PI
48 % Silt
12 "R" Value

NOTE:
*Compute level course as 3" thickness, but allow 1½" on profile grade. (Extra level course needed to fill holes in Quarry run rock.)

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Humbug Q. M.P. 17.26, Sunset Hwy.	381757	2.85	Rock	- -	- - -	- -	15.1	0.6	24	0	Base
Hjortland Q., M.P. 6.70, Sunset Hwy. (Stock-pile)	303486	2.85	Cr. Rock	1.	45.4	7.5	19.0	- - -	22	0	Base

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Ray Webber
Soils Engineer

Recommended by L. N. Young
Construction Engineer

Recommended by J. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

6-4220 Bridge Painting - Coos and 1956
Lane Counties
4702

A

6-4220
4702

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 1, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4702	4-Final	George A. Macom Painting Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23610	[illegible]	$ 1,[illegible].88	11/1/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Oct. 31, 1956**

Time Extensions: **None**

Completion Date: **Sept. 30, 1956**

Date Accepted: **Nov. 8, 1956**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **11-15-56**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
JF

Warrant Mailed: NOV 15 1956

Ruth Rawlings

A

RECEIVED
OCT 26 1956

FOR FILING

6-4220

4702.

October 25, 1956

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State highway contract No. 4702 for work performed on the Coos Bay Area Section of the Oregon Coast & Powers Highways in Lane and Coos Counties was completed by the contractor, George A. Macom Painting Company, on September 30, 1956, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $4,920.88 will be released to the contractor after acceptance by the Commission. The total contract amount is $18,945.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By_______________________
Floyd Query, Assistant Secretary

rn

cc - Glens Falls Insurance Co.
Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
10-25-56

RECEIVED
OCT 13 1956
FOR FILING

6-4[illegible]

4702

Misc

Mrs Lewis

October 17, 1956

Farmers' Mutual of Enumclaw
Enumclaw, Washington

Attention: Mr. Bob Jussila
Claims Department

Gentlemen:

George A. Macom Painting Company, 2608 S. E. 23rd Avenue, Portland, was awarded Contract No. 4702 for bridge painting in the Coos Bay area on the Oregon Coast and Powers Highways. The contract was awarded June 4, 1956 and was completed September 30, 1956.

If you feel that this Company may have been responsible for the spray damage to your client's car, it is suggested that you contact them directly. From the description you have given us in your letter of October 12 it appears that their operations may have been involved in this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

MUTUAL OF ENUMCLAW
HOME OFFICE — ENUMCLAW, WASHINGTON

FIRE
AUTO
COMPREHENSIVE
INSURANCE
FRIENDLY
SERVICE
SINCE 1898

ENDRE ANDERSON — PRESIDENT AND MANAGER
ENUMCLAW, WASHINGTON — TELEPHONE 810

October 12, 1956

4702

RE: Claim No. 0-50218
Policy No. A 137183
Assured: William E. Bales
Loss Date: 7-15-56

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Thank you for your letter of October 10 in regards to the above.

We wish to advise that there was an error in our original letter in that it should have read: We would appreciate if possible your advising this office the name and address of the painting contractor who was carryingon a painting operation on Highway 101 near the city of Coquille, Coos County, Oregon on or about July 15, 1956.

Therefore it is entirely possible that the George A. Macom Painting Company was the one who is responsible for the overspray paint on our assured's vehicle. If you have any additional information which you feel will aid us in this situation, we would appreciate your advising this office.

Yours very truly,

THE FARMERS' MUTUAL INSURANCE COMPANY

Bob Jussila

Bob Jussila
Claims Department

BJ:mll

FRIENDLY SERVICE SINCE 1898

RECEIVED
OCT 5 1956
FOR FILING

6-42-5

[illegible]

October 5, 1956

Oregon Automobile Insurance Co.,
Equitable Building
Portland 4, Oregon

ATTENTION: Lois Bjorklund
Claims Department

Gentlemen:

In reference to your letter of October 4 concerning your files D 12195, D 12535, and D 11118, it appears that George A. Macom Painting Company was the contractor who was painting on the Coquille Bridge during the months of July and August, 1956. His address is 2608 SE 23rd Avenue, Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

MAXWELL N. UNGER, PRESIDENT

W. A. BROOKS, VICE-PRESIDENT

OREGON AUTOMOBILE INSURANCE CO.

HOME OFFICE EQUITABLE BLDG

PORTLAND 4, OREGON

October 4th, 1956

State Highway Department
Capitol Buidding
Salem, Oregon

w

RE: Our Files D 12195
Donn L. Taylor
Our File D 12535
Hjalmar Erickson
Our File D 11118
Lee G.Reeves

DDar Sirs:

Could you please supply this 66fice with the name of the contractor who did the painting on the Coquille BRidge during the monthsof July and August, 1956?

Very truly yours,

OREGON AUTOMOBILE INSURANCE CO.

By: Lois Bjorklund
Lois Bjorklund
Claims Department

REFERRED TO
BY SECRETARY

RECEIVED
[illegible] 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 3 1956
FOR FILING

6-422C

4702

October 2, 1956

Mr. George R. Waldum
Attorney at Law
712 Swetland Building
Corner S. W. 5th and Washington
Portland 4, Oregon

Dear Sir:

Final payment has not yet been made to George A. Macom Painting Company, 2608 S. E. 23rd Avenue, Portland, for work performed on our Contract No. 4702 for bridge painting in the Coos Bay area.

The Glens Falls Insurance Company, Lewis Building, Portland 4, furnished the Performance Bond on this contract, which bond is given to insure completion of the work and payment of all bills incurred in the contract. It appears, however, that your client's claim may pertain to liability or property damage insurance that the contractor may carry. We do not have the name of his insurance carrier other than for the Performance Bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

PHONE CA 8-1489

712 SWETLAND BUILDING
CORNER S. W. 5TH AND WASHINGTON

GEORGE R. WALDUM
ATTORNEY AT LAW
PORTLAND 4, OREGON

26 September, 1956.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

I would appreciate your checking your records to see if you have any retained monies payable to a George MacComb, painting contractor from Selah, Washington. I understand that Mr. MacComb had a contract to paint the Coquille River Bridge on U. S. Highway No. 101 in Coquille, Oregon, this summer.

I represent a party, whose car suffered paint damage from the negligence of one of Mr. MacComb's employees during the painting operation. I would appreciate your advising me if there was any money retained, or the name of Mr. MacComb's insurance carrier.

Thanking you very much for your courtsey in this regard, I am,

Yours very truly,

Geo R Waldum

George R. Waldum.

GRW:jg

REFERRED TO
BY SECRETARY

RECEIVED
SEP 27 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 2 1956
FOR FILING

6-4320

4702

October 2, 1956

Evans Products Company
Coos Bay, Oregon

Attention: Mr. R. T. Hughes
Personnel Manager

Gentlemen:

George A. Macom Painting Company was awarded our Contract No. 4702 for bridge painting in the Coos Bay area in Lane and Coos Counties. Painting of the Coal Bank Slough Bridge was included in this contract. The contractor's home address is 2608 S. E. 23rd Avenue, Portland.

The Glens Falls Insurance Company, Lewis Building, Portland 4, furnished the Performance Bond for this contract to assure satisfactory completion of the job and payment of all bills incurred in it.

It appears that your claim would be applicable to insurance covering property damage but we do not know whether the contractor carries this type of insurance or with what company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

EVANS PRODUCTS COMPANY
WESTERN DIVISION
COOS BAY, OREGON

September 28, 1956

4702

State Highway Commission
State Highway Building
Salem, Oregon

Dear Sirs:

Sometime ago the State Highway Commission had the Coal Bank Slough bridge painted. The party who sprayed this bridge is unknown to us and we would appreciate his name and address if he is a contractor. Some of the paint blew over on the cars of a number of our employees and we would like to contact him to see if his insurance will cover the cleaning of these cars. Any information will be much appreciated.

Very truly yours,
Evans Products Company

R. T. Hughes

R. T. Hughes, Personnel Manager

REFERRED TO
BY SECRETARY

RECEIVED
OCT 2 1956
OREGON
STATE HIGHWAY COMMISSION

A

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JUL 12 1956
FOR FILING

6-4220
4702

July 12, 1956

George A. Macom Painting Co.
2608 S. E. 23rd Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4702 awarded to you by the State Highway Commission covering the painting of four bridges in the Coos Bay Area on the Oregon Coast and Powers Highways in Lane and Coos Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 6 - 1956
FOR FILING

6 4 [illegible]

4702

June 6, 1956

George A. Macom Painting Company
2608 S. E. 23rd
Portland, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4702 for painting Coal Bank Slough Bridge on the Oregon Coast Highway in the City of Coos Bay in Clatsop County; Coquille River Bridge on the Oregon Coast Highway in the City of Coquille in Coos County; Hoffman Bridge over the Middle Fork Coquille River on Powers Highway in Coos County, and the Siuslaw River Bridge on the Oregon Coast Highway in the City of Florence in Lane County.

This award was based on your bid of $18,945 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

F-119(4) North Brookings Sec. 1956

#4703

RECEIVED
MAR 31 1959
FOR FILING

F-119(4)

47 [illegible]

March 13, 1959

Hon. C. F. Campbell
Mayor of Brookings
Brookings, Oregon

Dear Sir:

During the Highway Commission meeting held March 5 and 6, 1959, the Commission gave attention to your letter requesting that the State participate in constructing a frontage road along the northerly or easterly side of US 101 near Macklyn Creek in the northerly part of Brookings.

In the discussion of this project, it was brought out that the project is not an obligation of the Highway Commission and also that no funds are available. In view of these facts, the Commission denied the request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

RECEIVED
MAR 1959
FOR FILING

F-119(4)

4703

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1959

SUBJECT: Transfer of Property
Brookings

To:

Mr. Floyd Scott
Right of Way Description Engineer
Office

I hand you herewith a map showing an involved property deal in the north part of Brookings.

On instructions from Mr. W. C. Williams on this date, we are to deed to the City that property shown in pink and to deed to Mr. Elmer Bankus that property shown in blue. In addition to this, the City has asked us to prepare a description, which we will send to them, for that property shown in yellow to be transferred from Bankus to the City.

Please write write the descriptions for Highway to City and Highway to Bankus and forward to the Right of Way Department for preparation of deed and transfer of property. For the description of Bankus to City, please deliver the deed to this office and we will forward it to the City of Brookings for their use.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc: Forrest Cooper
W. T. Wright
F. D. Morgan

RECEIVED
10 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1959
FOR FILING

F-119.41

4703

CITY OF BROOKINGS

P.O. Box 1308 ★ 702 Chetco Ave.

Brookings, Oregon

March 9, 1959

W. C. Williams, Highway Engineer
Capitol Building
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Under separate cover we are mailing some copies of the frontage road in North Brookings. We are mailing these as a follow up of the telephone conversation between you and Mr. B. A. Martin on March 9.

Will you please draw up legal descriptions as indicated on the maps and forward them to this office as soon as possible. This has been approved by Mr. Elmer Bankus and the State has his letter of approval on file.

Thank you for your attention to this matter.

Yours very truly,

C. F. Campbell

C. F. Campbell
Mayor

CFC/bh

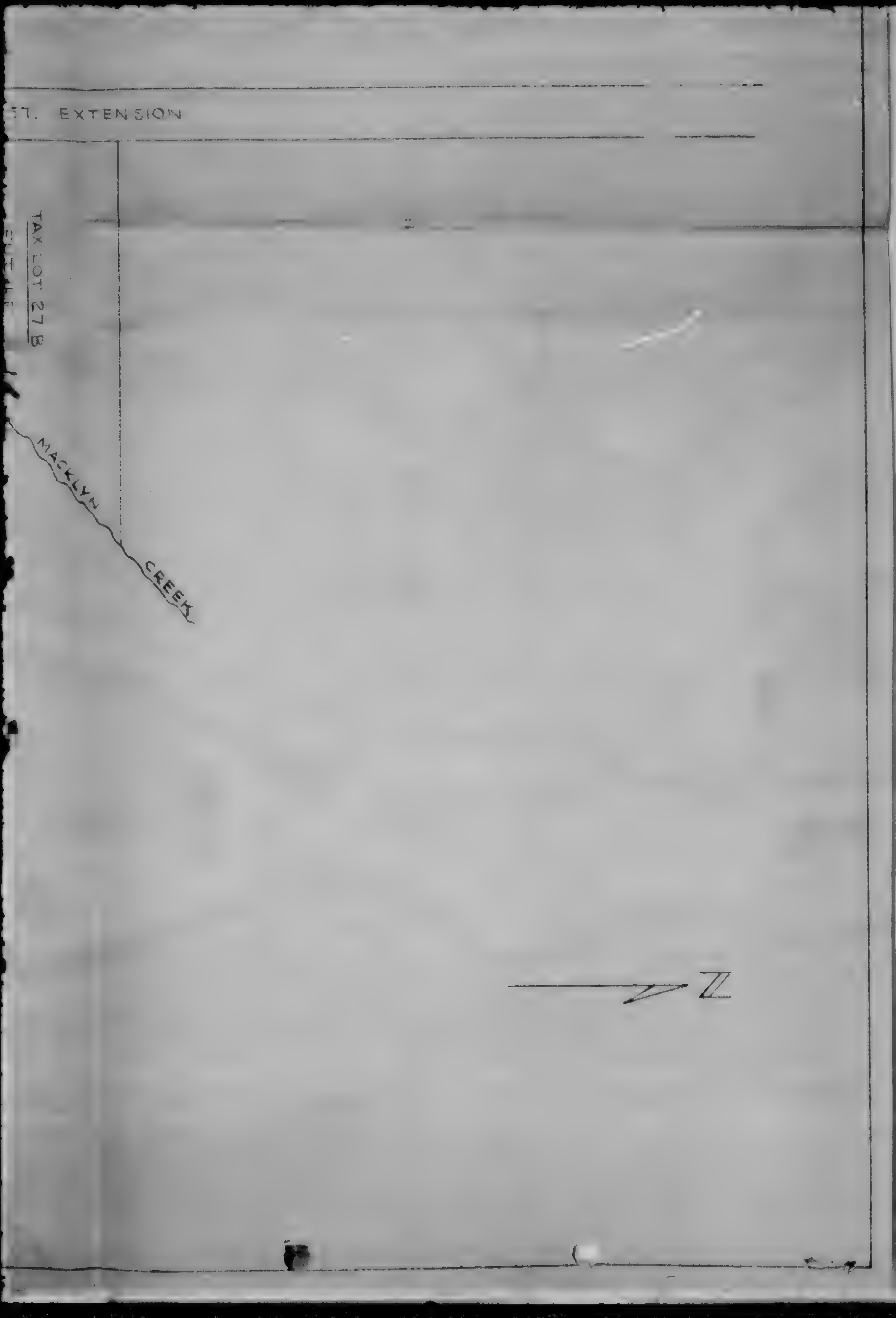
file

RECEIVED
MAR 10 1959
STATE HIGHWAY [illegible]

NOTED
FORREST COOPER

RECEIVED
MAR 10 1959
OFFICE OF
STATE HIGHWAY ENGINEER

"Home Of Winter Flowers"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TAX LOT 27 B
MACKLYN CREEK
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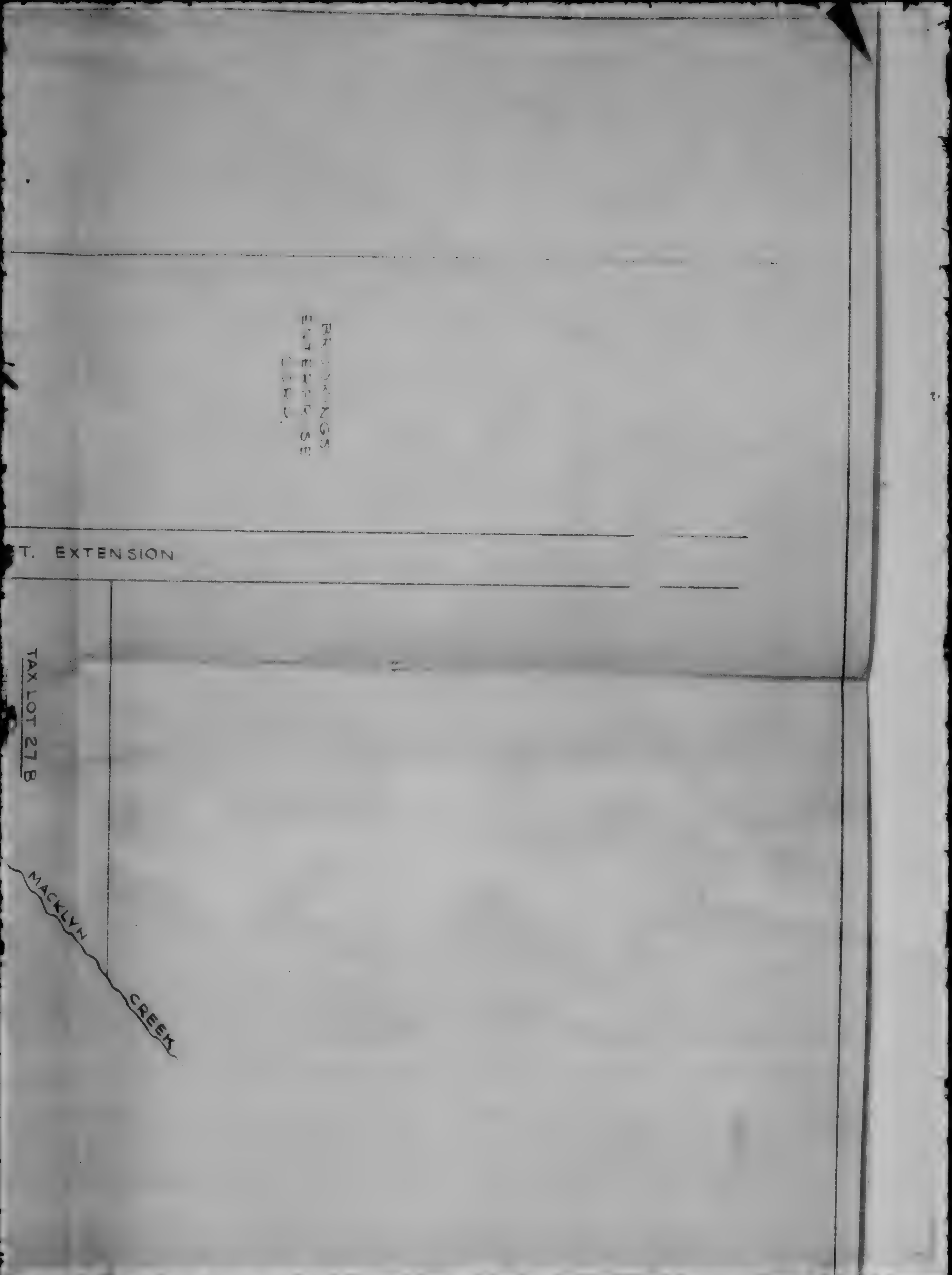
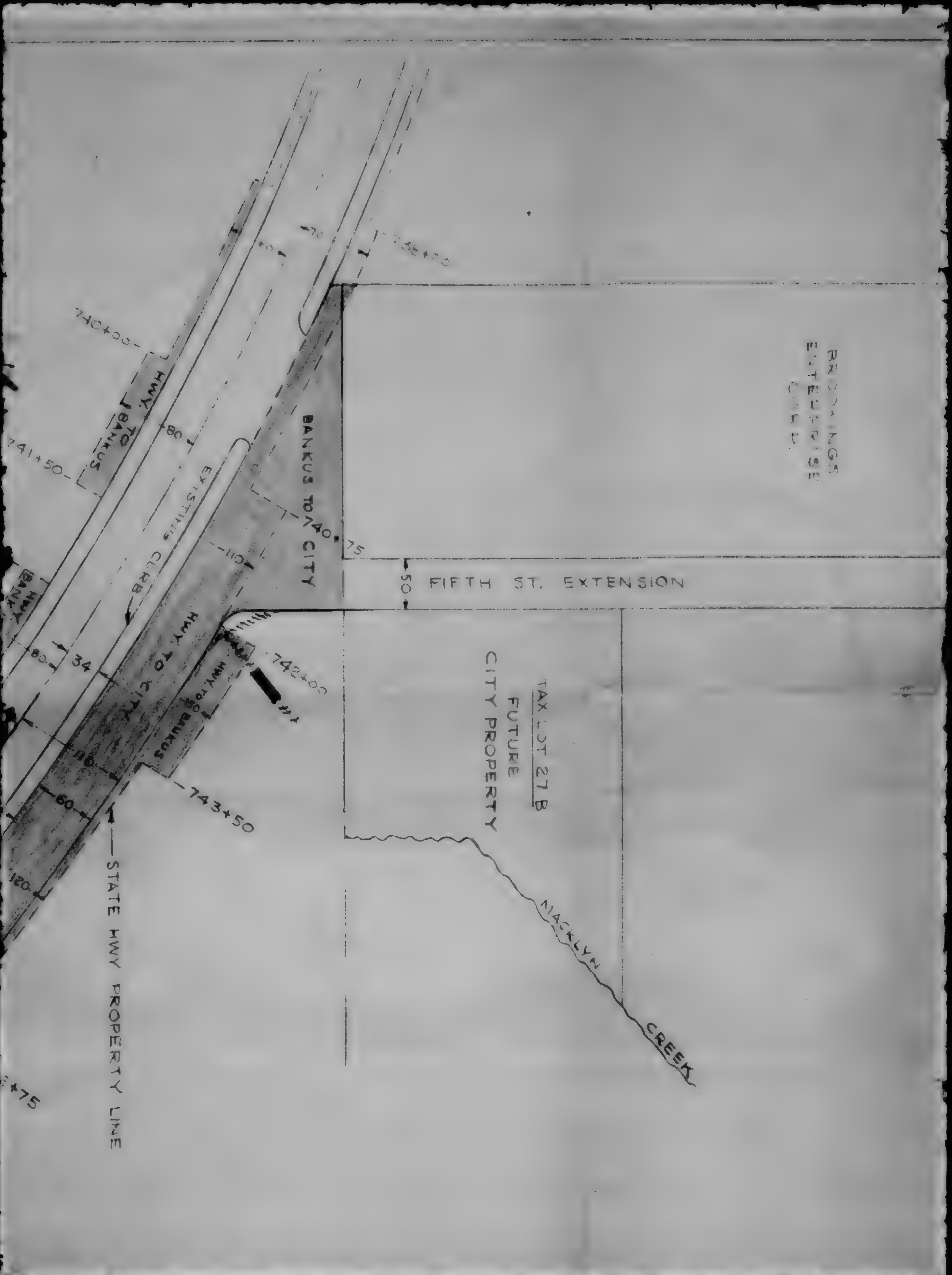

BROOKINGS
ENTERPRISE
T. EXTENSION
TAX LOT 27 B
MACKLYN CREEK


740+00
741+50
742+00
743+50
740+75
745+00
+75
HWY. TO BANKUS
HWY. TO BANKUS
HWY TO BANKUS
HWY. TO CITY
BANKUS TO CITY
EXISTING CURB
80
80
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110
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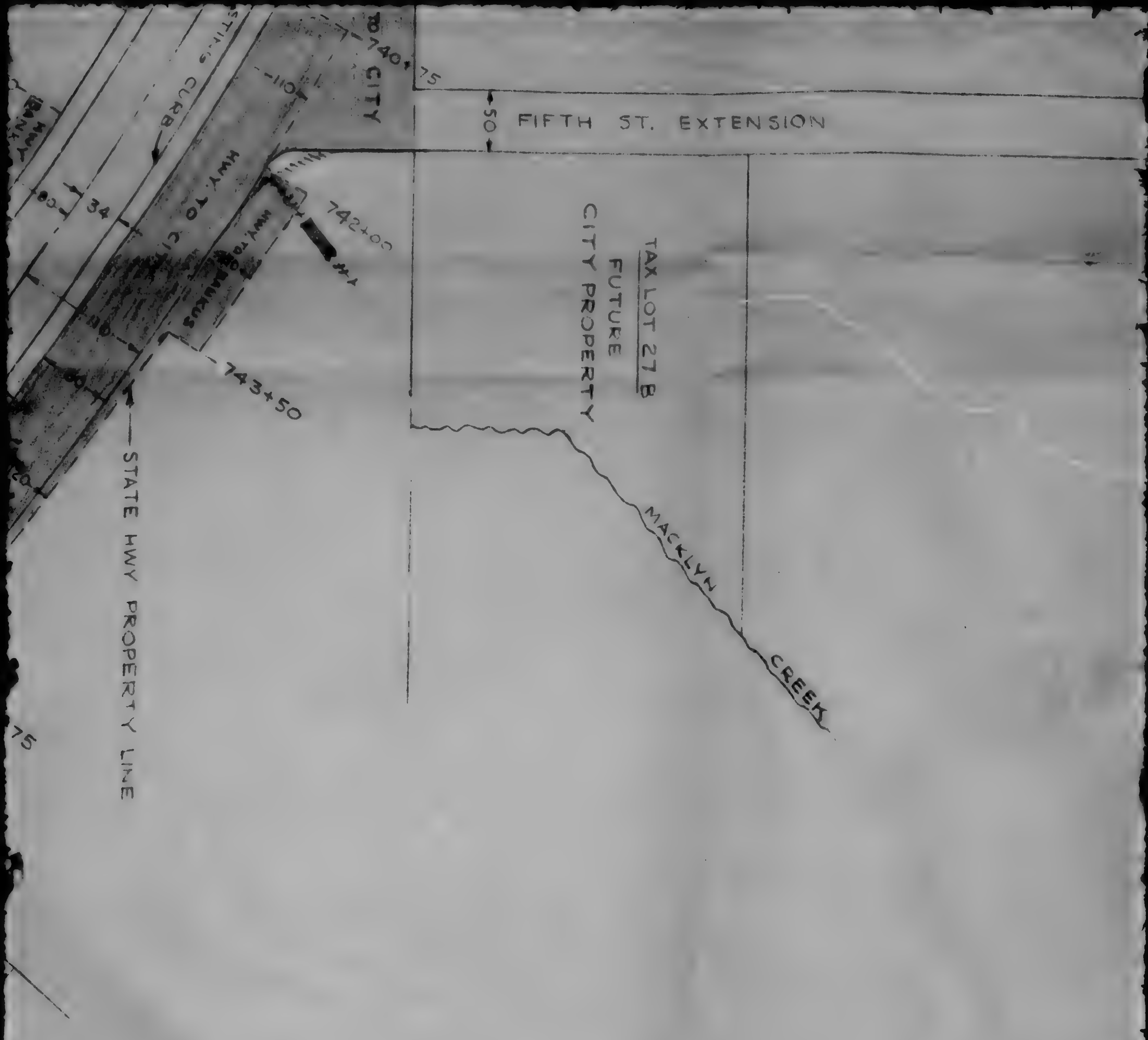
34
60
120
#1
50
FIFTH ST. EXTENSION
BROOKINGS ENTERPRISE CORP.
TAX LOT 27 B
FUTURE
CITY PROPERTY
MACKLYN CREEK
STATE HWY PROPERTY LINE


FIFTH ST. EXTENSION
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CITY
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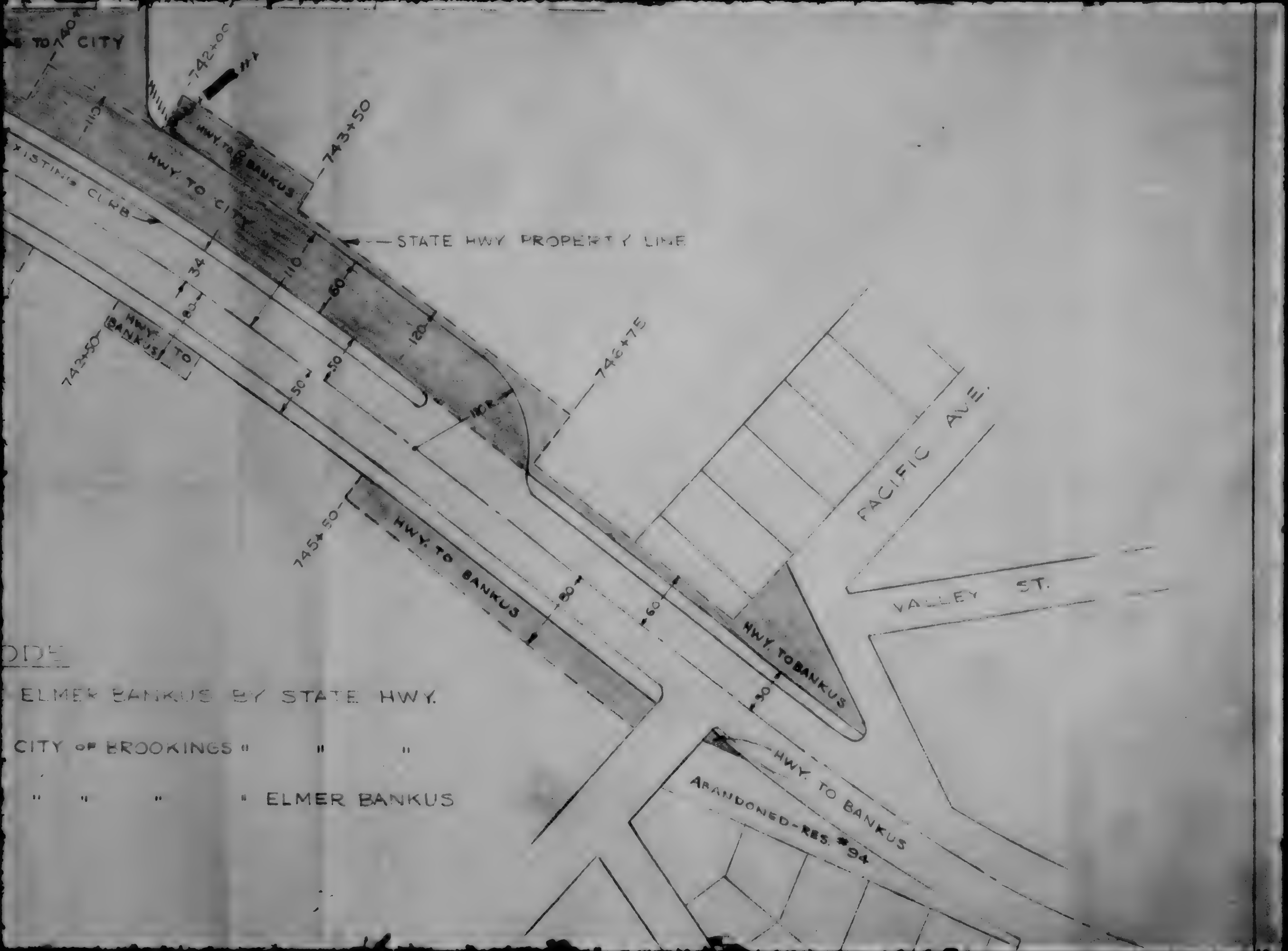
742+00
743+50
HWY. TO
STATE HWY PROPERTY LINE
75
TAX LOT 27 B
FUTURE
CITY PROPERTY
MACKLYN
CREEK


TO 740+ CITY
742+00
743+50
HWY. TO BANKUS
HWY. TO CITY
EXISTING CURB
STATE HWY PROPERTY LINE
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34
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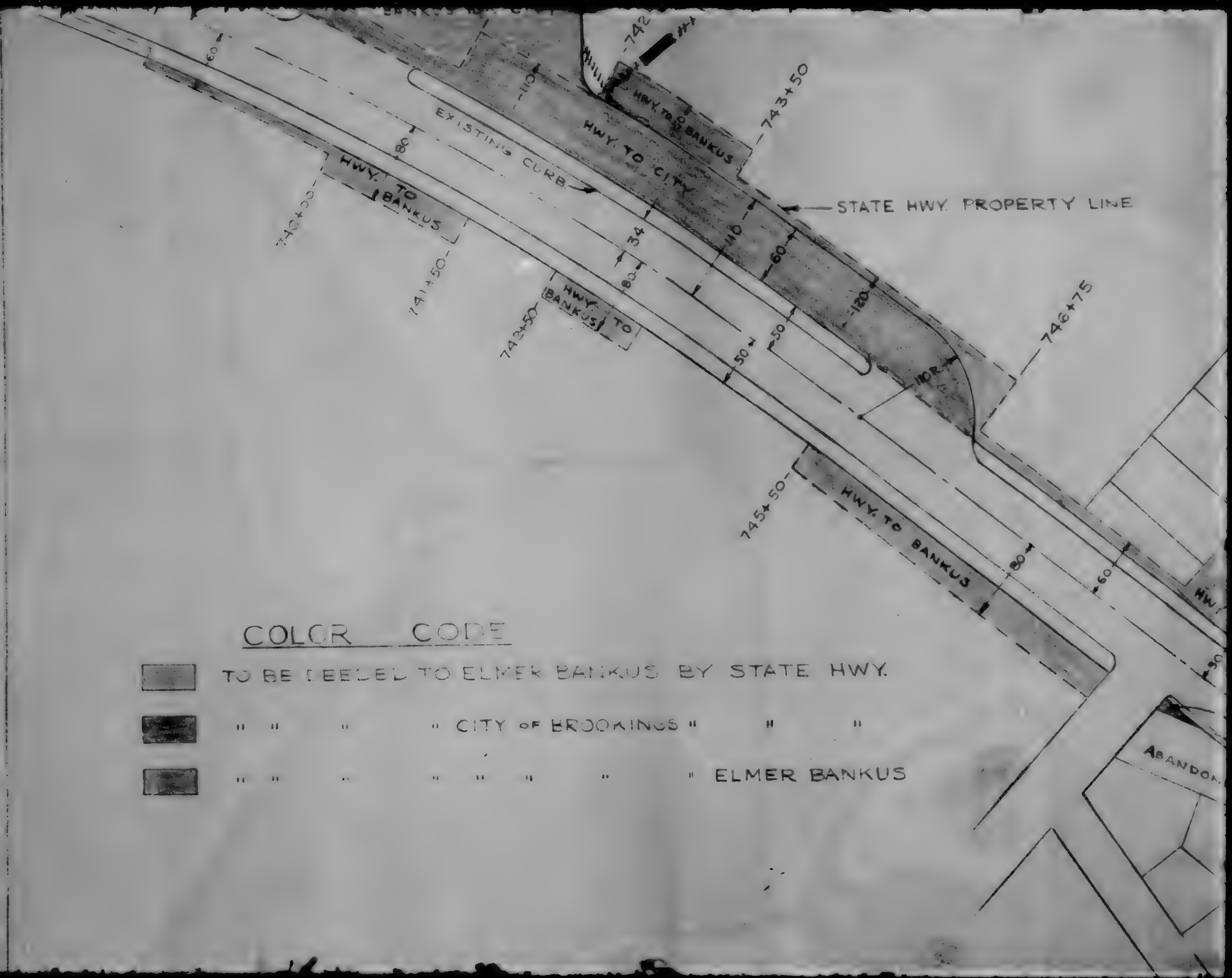
HWY. TO BANKUS
742+50
50
50
10R
746+75
PACIFIC AVE.
745+50
HWY. TO BANKUS
80
60
VALLEY ST.
HWY. TO BANKUS
30
HWY. TO BANKUS
ABANDONED-RES. #94
ODE
ELMER BANKUS BY STATE HWY.
CITY OF BROOKINGS " " "
" " " " ELMER BANKUS


742
743+50
HWY. TO BANKUS
HWY. TO CITY
EXISTING CURB
STATE HWY. PROPERTY LINE
HWY. TO BANKUS
740+00
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742+50
HWY. BANKUS TO
746+75
745+50
HWY. TO BANKUS
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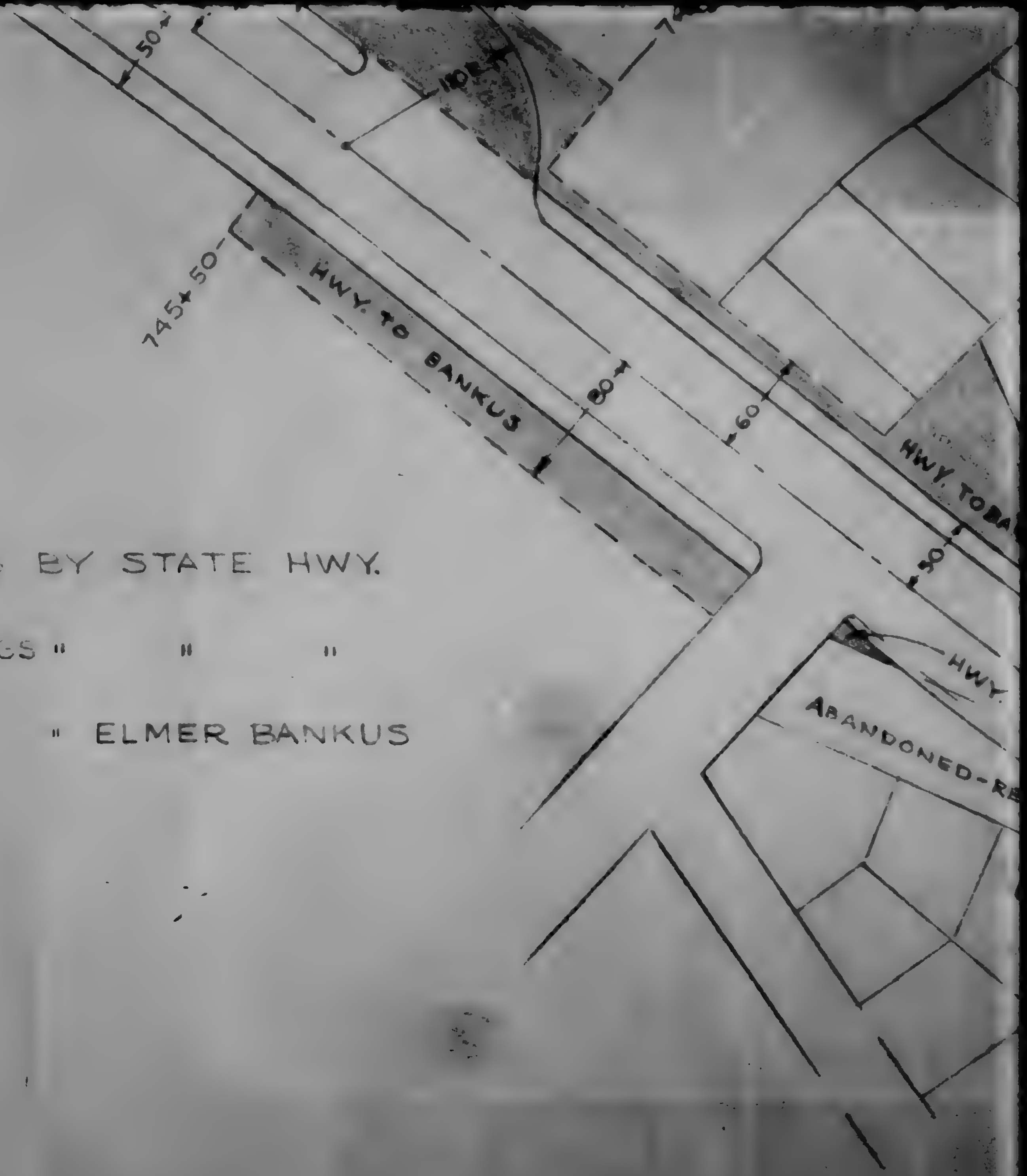
ABANDON
HW
COLOR CODE
TO BE DEEDED TO ELMER BANKUS BY STATE HWY.
" " " " CITY of BROOKINGS " " "
" " " " " " " " ELMER BANKUS

COLOR CODE

▨ TO BE DEEDED TO ELMER BANKUS BY STATE HWY.

▨ " " " " CITY of BROOKINGS " " "

▨ " " " " " " " " ELMER BANKUS



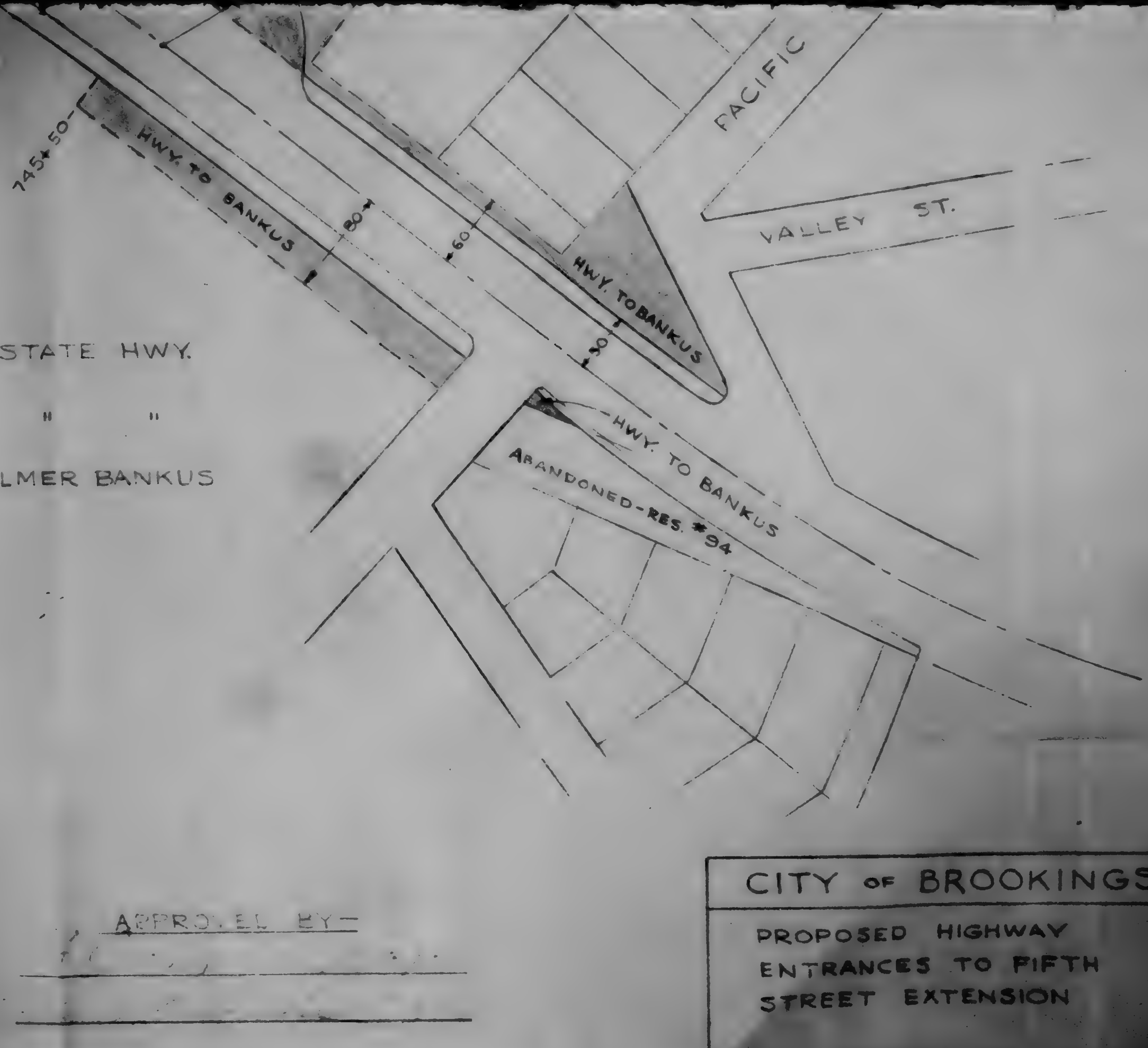
APPROVED BY-

C F Campbell Mayor

MER BANKUS BY STATE HWY.

Y of BROOKINGS " " "

" " " ELMER BANKUS



APPROVED BY-

CITY of BROOKINGS

PROPOSED HIGHWAY
ENTRANCES TO FIFTH
STREET EXTENSION

E-2

SCALE 1" = 100'	DRAWN BY R. P-FOX	FEB. 19, 19[illegible]

RECEIVED
FEB 19 1959
FOR FILING

Brookings

February 18, 1959

Oregon State Highway Commission

Gentlemen:

On January 14, 1959, I received a letter from Mr. C. F. Campbell, Mayor of Brookings, in which he requests that the Highway Commission participate in the cost of constructing a frontage road along the northerly or easterly side of US101 in the vicinity of Macklyn Creek in the northerly part of Brookings. This proposed frontage road is in the area where we have been having considerable discussion with Mr. Elmer Backus over the return of some excess right of way.

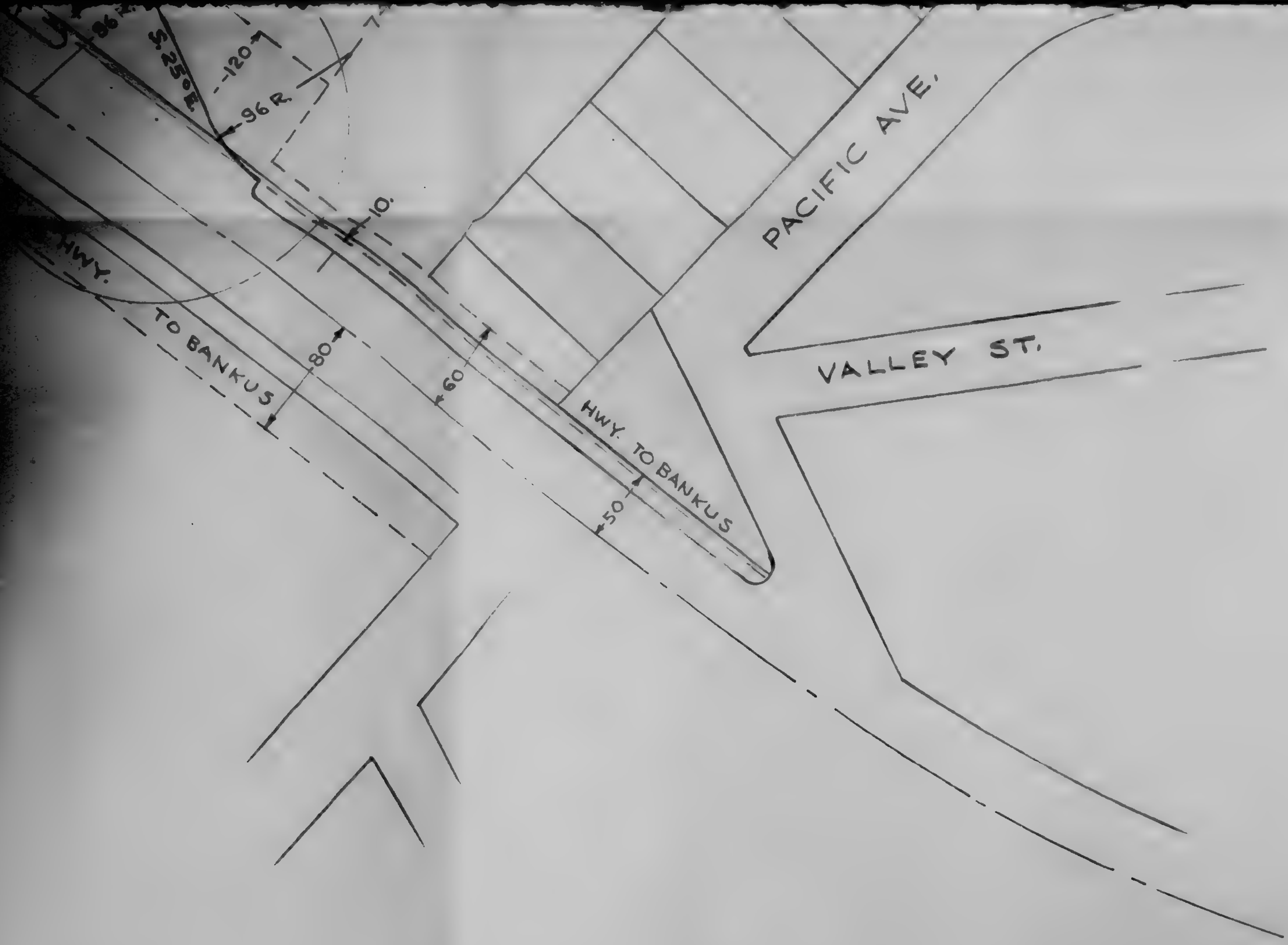
The Mayor's proposal was to the effect that the State do the grading and paving work and that the City of Brookings would place the base.

I have had the matter investigated and find that the project as proposed would cost $50,000 and that the surfacing items, which would presumably be all that would be done by the City of Brookings, would cost approximately $6,900. The Mayor also points out that they have done some drainage work in the area and that the City would accept responsibility for maintenance after completion of the project. The project would not be eligible for federal aid.

It is my recommendation that the request be denied and the City be notified that we do not believe the project is one which is an obligation of the Highway Commission nor are funds available for work of this nature. I further recommend that we proceed with the returning of the excess right-of-way parcels to the former owner, Mr. Elmer Backus.

Very truly yours,

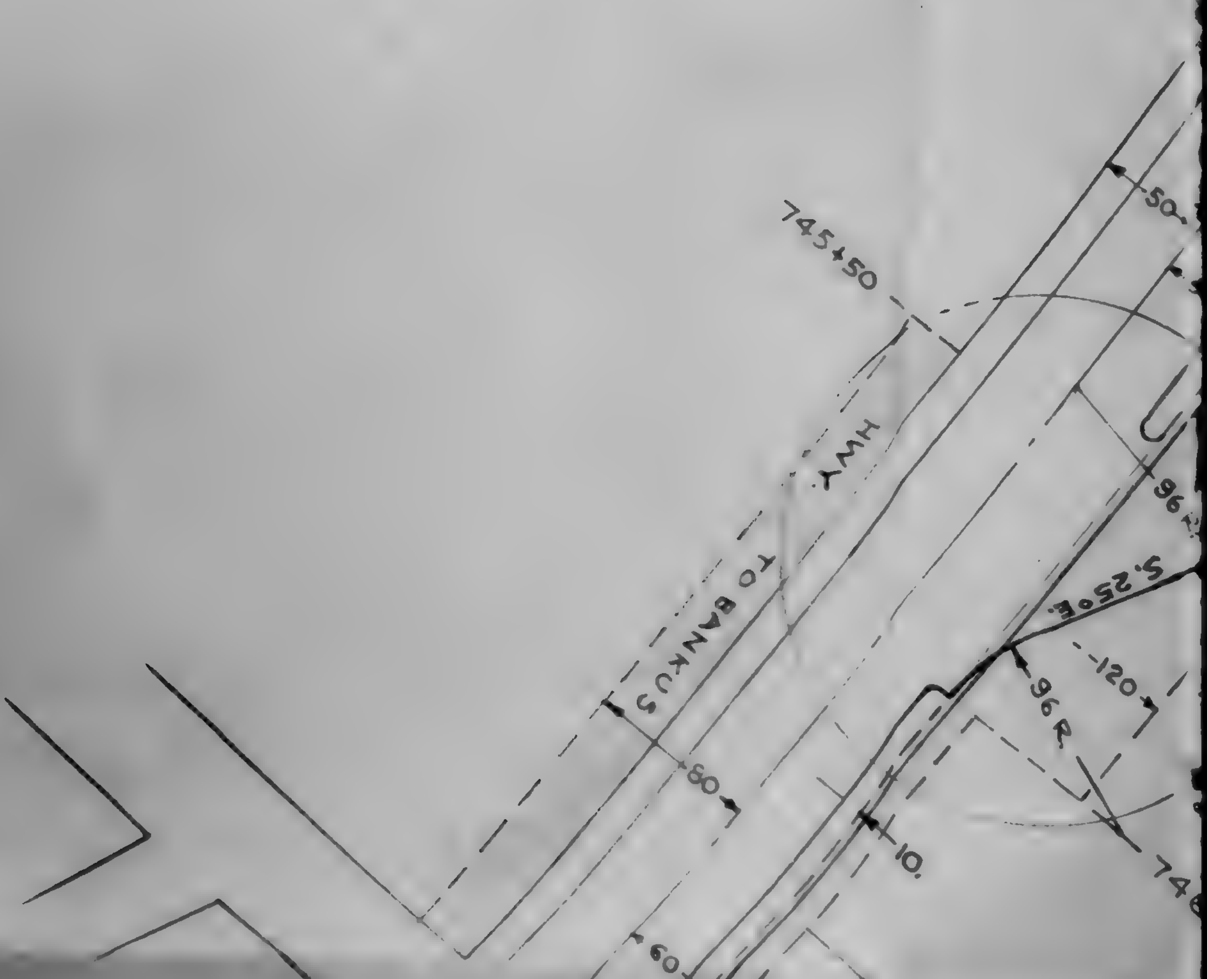
W. C. Williams
State Highway Engineer



CITY OF BROOKINGS

PROPOSED HIGHWAY
ENTRANCES TO FIFTH
STREET EXTENSION

SCALE = 100'	DRAWN BY R. R. FOX	NOV. 6, 1958


745+50
HWY.
TO BANKUS
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S.25°E.
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96 R.
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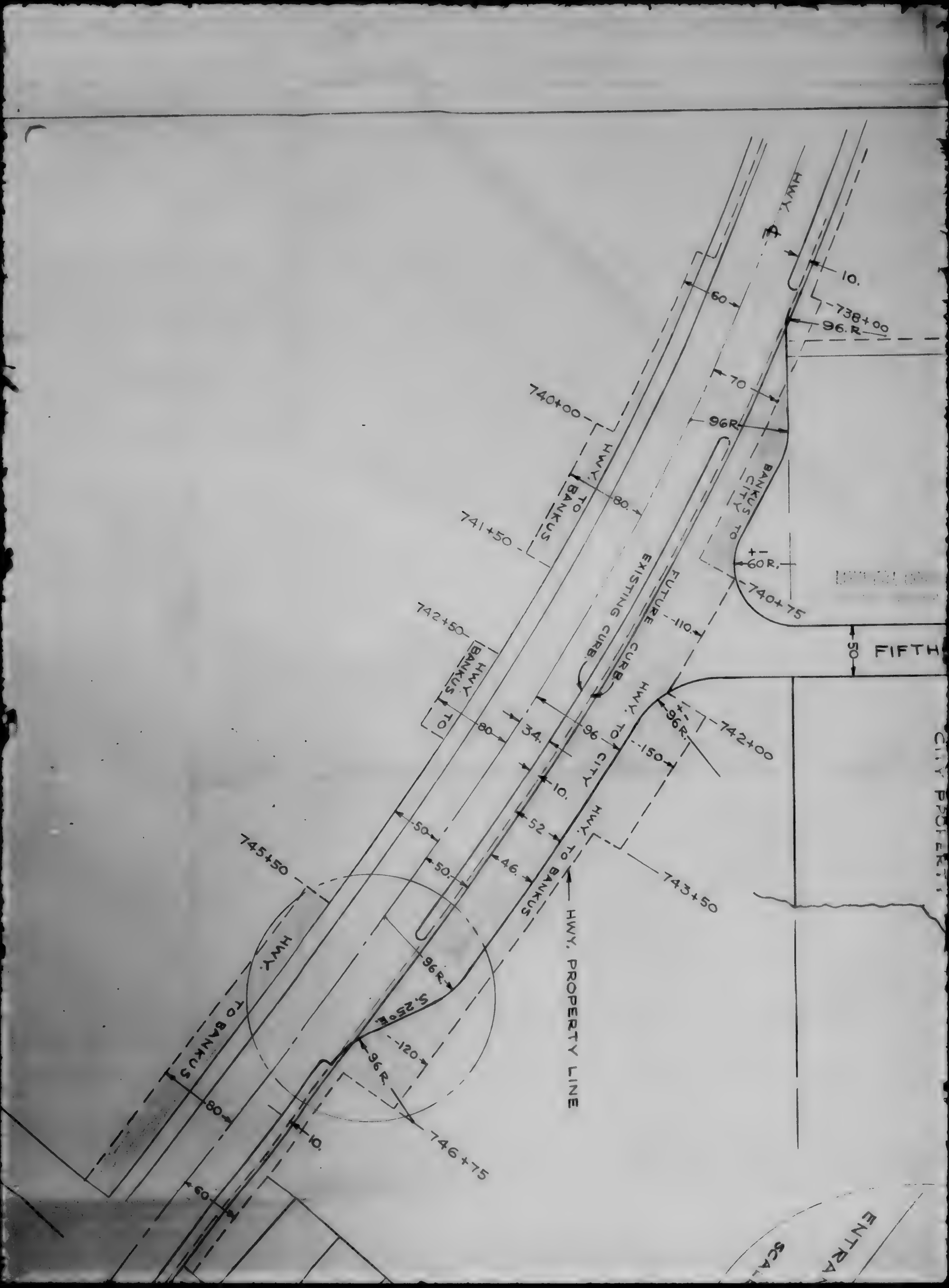
HWY. ℄
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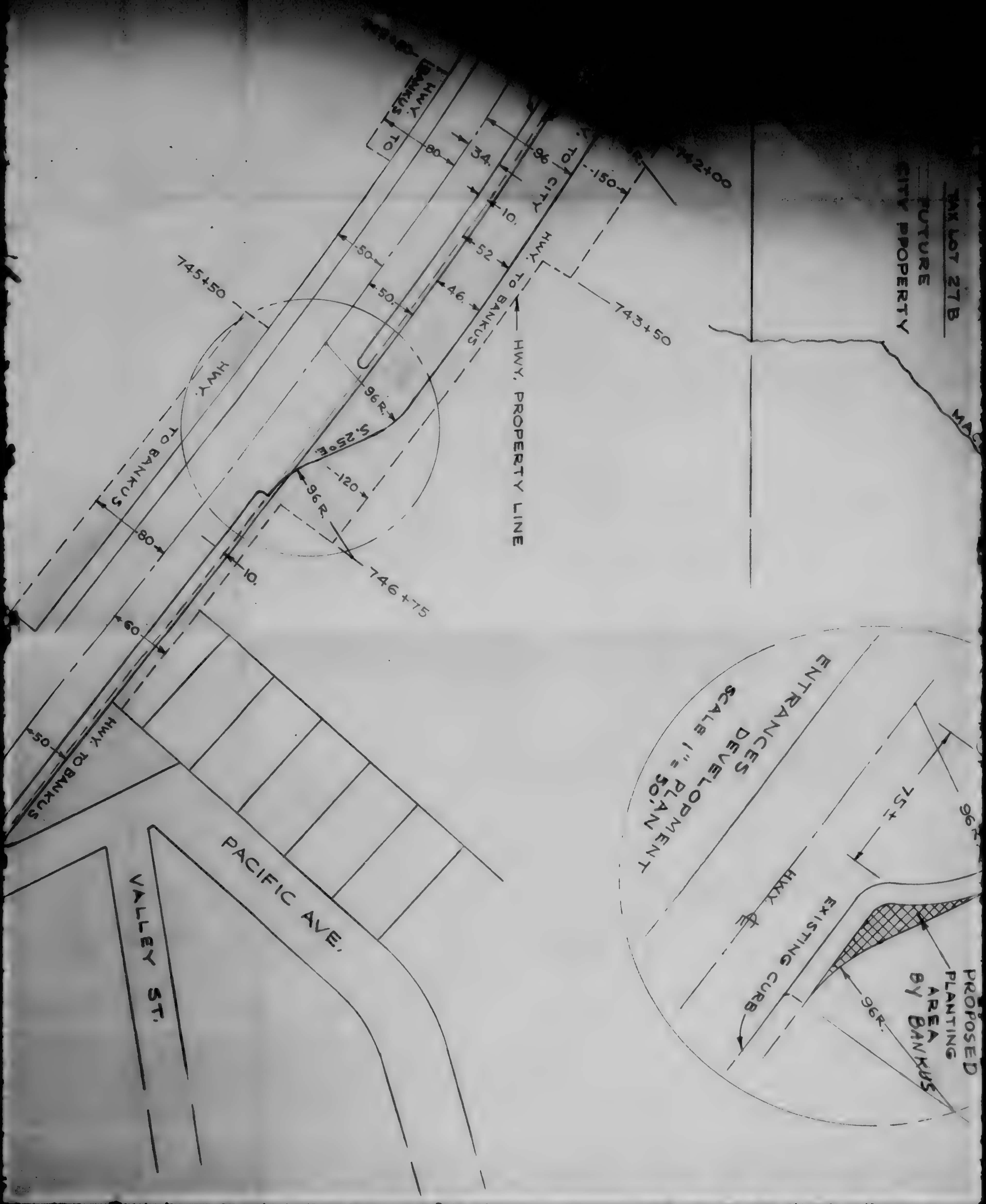
TAX LOT 27B
FUTURE
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VALLEY ST.
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ENTRANCES
DEVELOPMENT
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SCALE 1" = 50'
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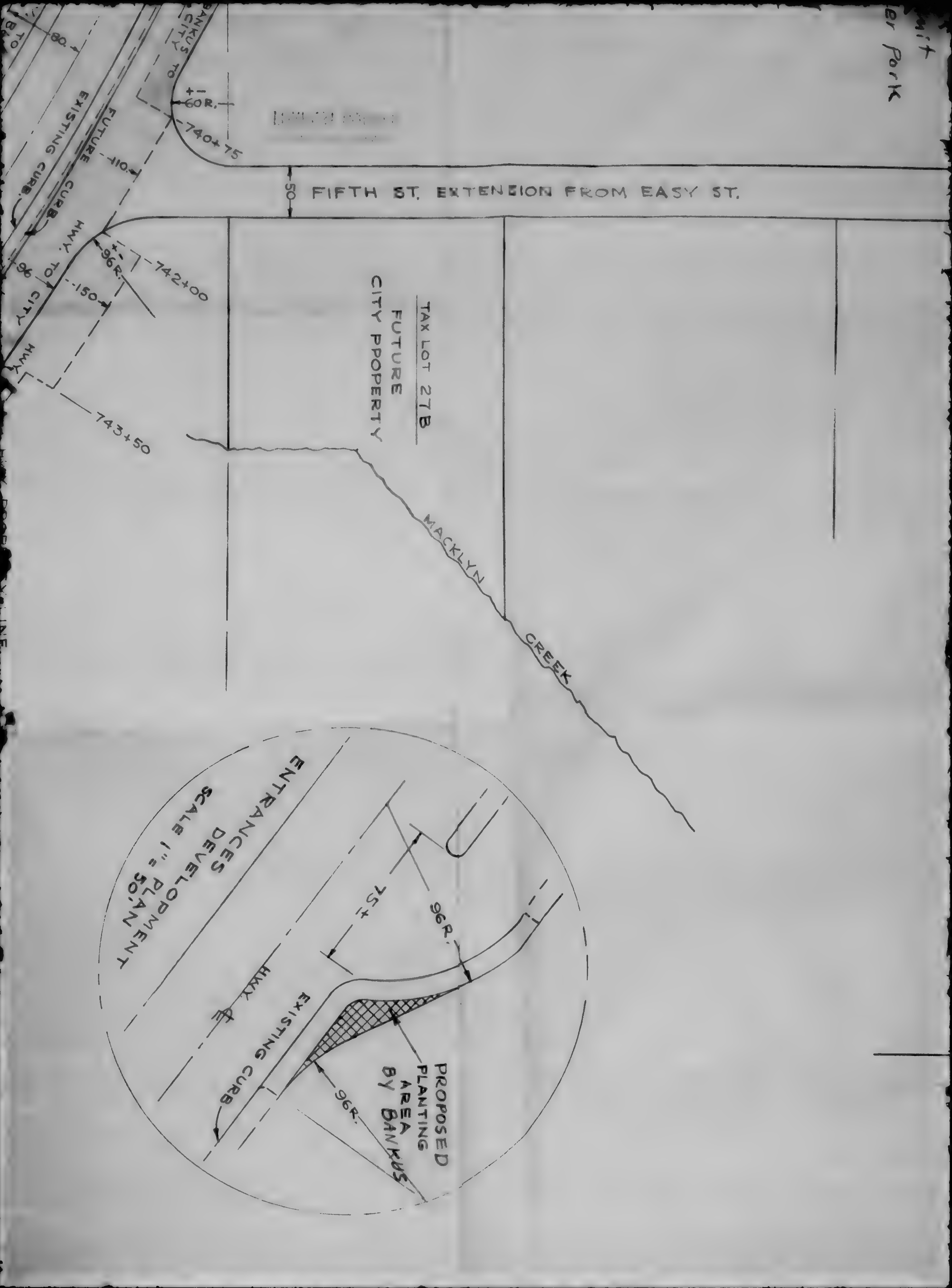
PROPOSED
PLANTING
AREA
BY BANKUS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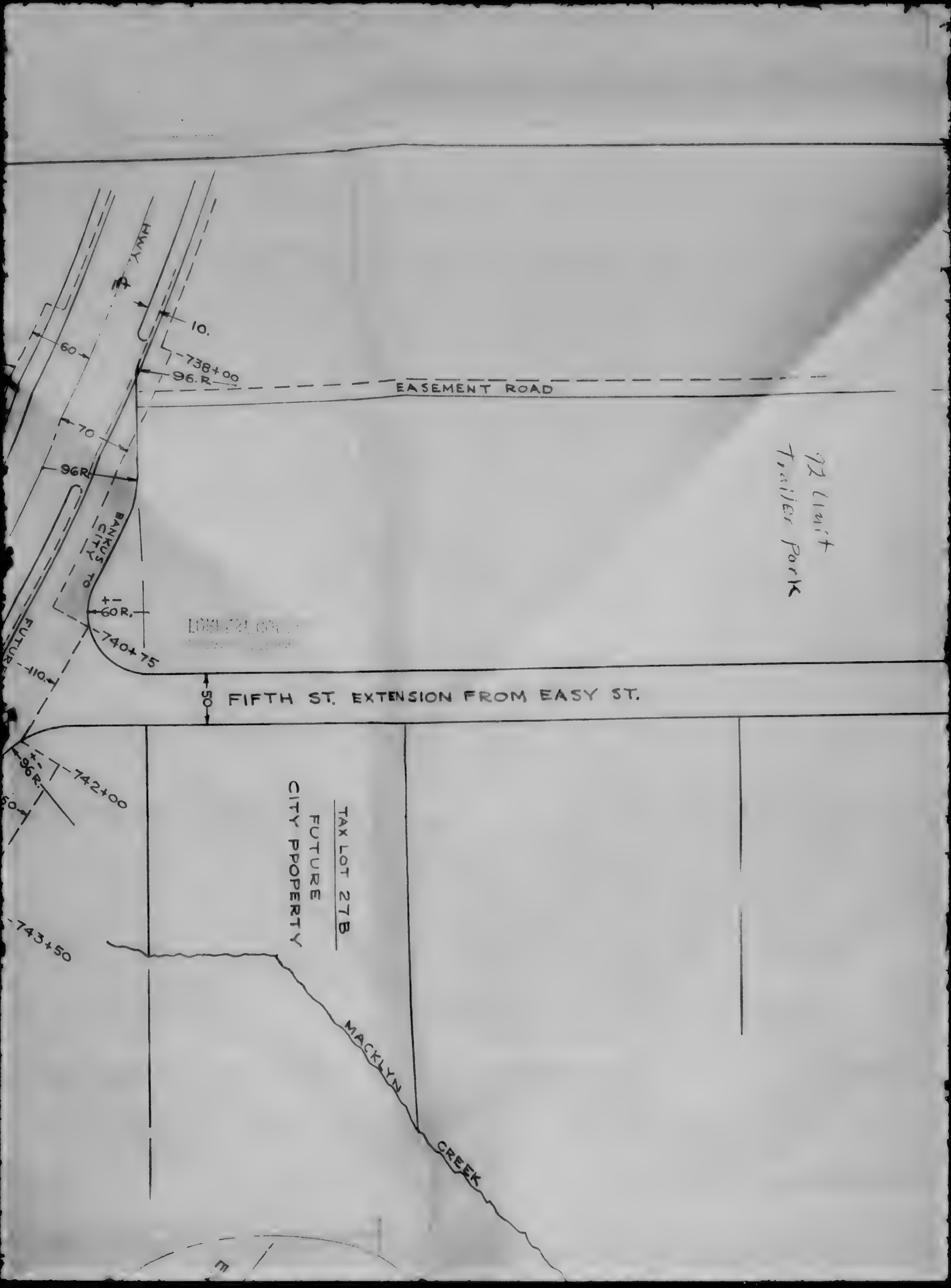
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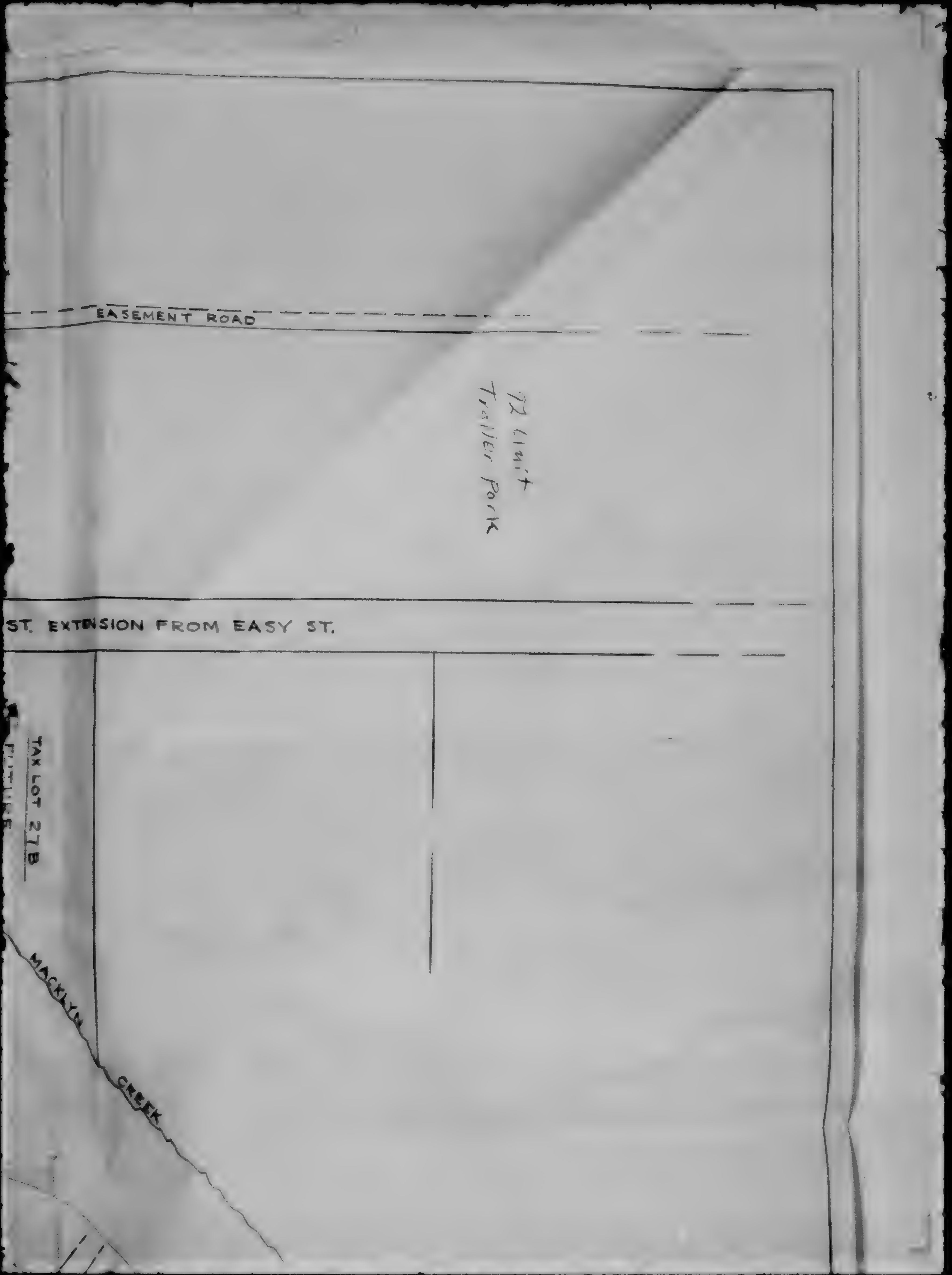
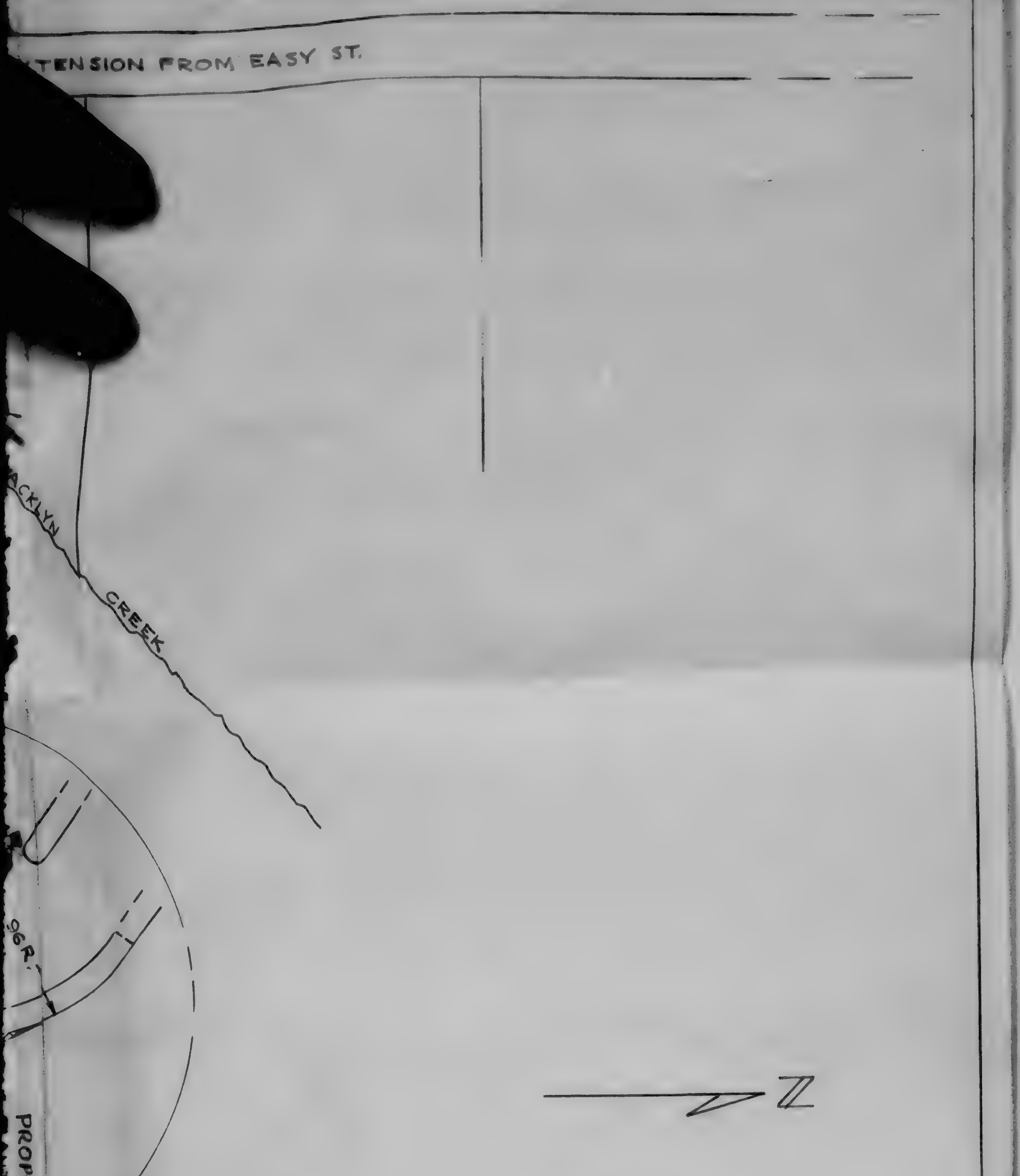
743+50
TAX LOT 27B
FUTURE CITY PROPERTY
MACKLYN CREEK
E
72 Unit Trailer Park


EASEMENT ROAD
72 Unit Trailer Park
ST. EXTENSION FROM EASY ST.
TAX LOT 27B
FUTURE
MACKLYN CREEK


TENSION FROM EASY ST.
ACKLYN
CREEK
96R
PROPOSED

FORM E-30 80M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1959

SUBJECT: Proposed Access Road
City of Brookings, U.S. 101
Curry County
(Elmer Bankus)

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reply is made to your letter of January 27th re the proposed Fifth Street extension and frontal road development adjacent to the so-called Bankus property in the city of Brookings.

The cost is $51,000. This improvement lends nothing to the operation of the highway system through Brookings. It is purely a local development matter. I recommend that it be denied.

Tom Edwards
Tom Edwards
Construction Engineer

TE:jw

Attach.

NOTED
FORREST COOPER

RECEIVED
FEB - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X---50M---6-58---13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1959

SUBJECT: Proposed Access Road
City of Brookings, U.S. 101
Curry County

To: Mr. Tom Edwards
Construction Engineer
OFFICE

In accordance with instructions, a windshield estimate has been prepared for the proposed highway entrances to Fifth Street extension in the city of Brookings, Curry County.

In preparing the estimate, it was assumed that this access would be curbed throughout to the right-of-way and that it would be paved curb to curb. Surfacing was determined from the 1956 as-constructed plan/profile of the North Brookings Section, as follows: 4 inches asphaltic concrete, 2 inches leveling course, and 8 inches base course. The foregoing plan/profile was also used to obtain the drainage estimate, and the earthwork was roughly determined from field data concerning a previously proposed scale site at this location. Unit prices are from the Cost Analysis Section.

The estimated cost for constructing this access in its entirety is $51,000. The cost of the items, as segregated and grouped with respect to grading, drainage, etc., is listed as follows:

Grading and Curbs	$12,600
Drainage	1,700
Base and Leveling	9,000
Paving	27,700
Total	$51,000

The foregoing costs all include the usual reconnaissance allowance for engineering and contingencies.

A detailed estimate is attached.

J. E. Morelock
Asst. Chief Locating Engineer

By William H. Tebeau

William H. Tebeau
Reconnaissance Designer

WHT:lew

Attachments

Sheet 1 of 1 Sheets

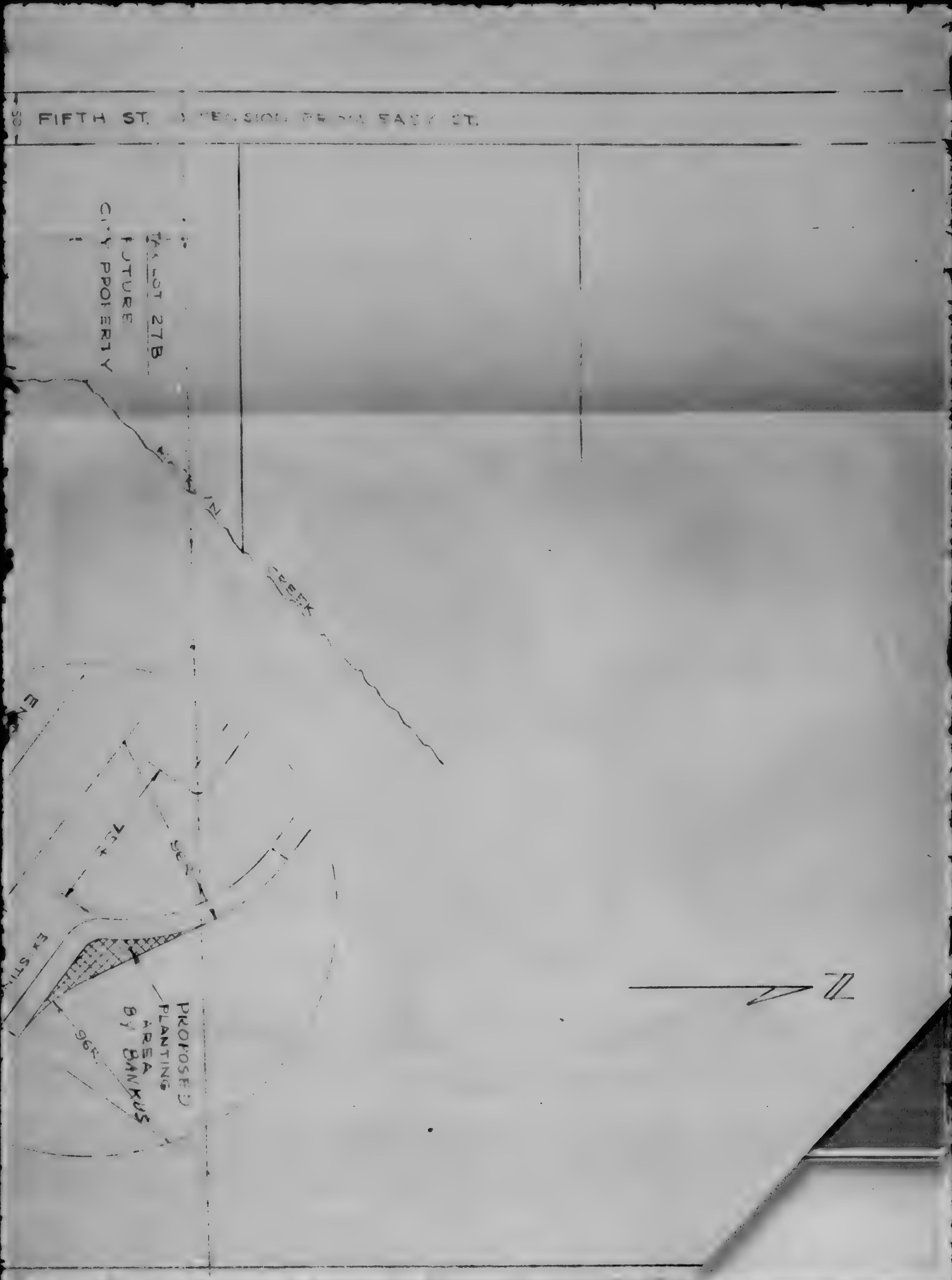
PROPOSED ACCESS ROAD
CITY OF BROOKINGS U.S. 101
CURRY COUNTY

Windshield Estimate

Length 0.19 Mile

	Item	Unit	Net	Allow.	Gross	Unit Cost	Amount
1.	Removal of Curbs	Lin. Ft.	300	80	380	0.50	$ 190
2.	Removal of Catch Basins	Each	1	-	1	25.00	25
3.	Drainage Excavation	Cu. Yd.	65	15	80	3.00	240
4.	Borrow Excavation	Cu. Yd.	6,390	1,610	8,000	0.70	5,600
5.	8" Sewer Pipe	Lin. Ft.	40	10	50	2.00	100
6.	12" Sewer Pipe	Lin. Ft.	40	10	50	2.50	125
7.	30" Concrete Pipe	Lin. Ft.	50	10	60	8.50	510
8.	Concrete Catch Basins	Each	2	1	3	75.00	225
9.	Concrete Curbs	Cu. Yd.	48	12	60	50.00	3,000
10.	Finishing Roadbed & Slopes	Mile	0.19	-	0.19	1,000.00	190
11.	Bottom Course Base	Cu. Yd.	1,560	390	1,950	2.50	4,875
12.	Leveling Course	Cu. Yd.	370	90	460	2.75	1,265
13.	Sprinkling	M-Gal	48	12	60	3.00	180
14.	Preparation of Base	Mile	0.19	-	0.19	500.00	95
15.	Aggregate in Binder	Cu. Yd.	46	14	60	5.00	300
16.	Emulsified Asphalt	Ton	9	3	12	55.00	660
17.	Class "B" Asph. Concrete	Ton	1,130	280	1,410	13.50	19,035

Subtotal	$36,615
Engineering & Contingencies	14,385
Est. Const. Cost	$51,000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FIFTH ST. EXTENSION FROM EASY ST.
TAX LOT 27B
FUTURE
CITY PROPERTY
CREEK
EXISTING
75±
96R
96R
PROPOSED
PLANTING
AREA
BY BANKUS
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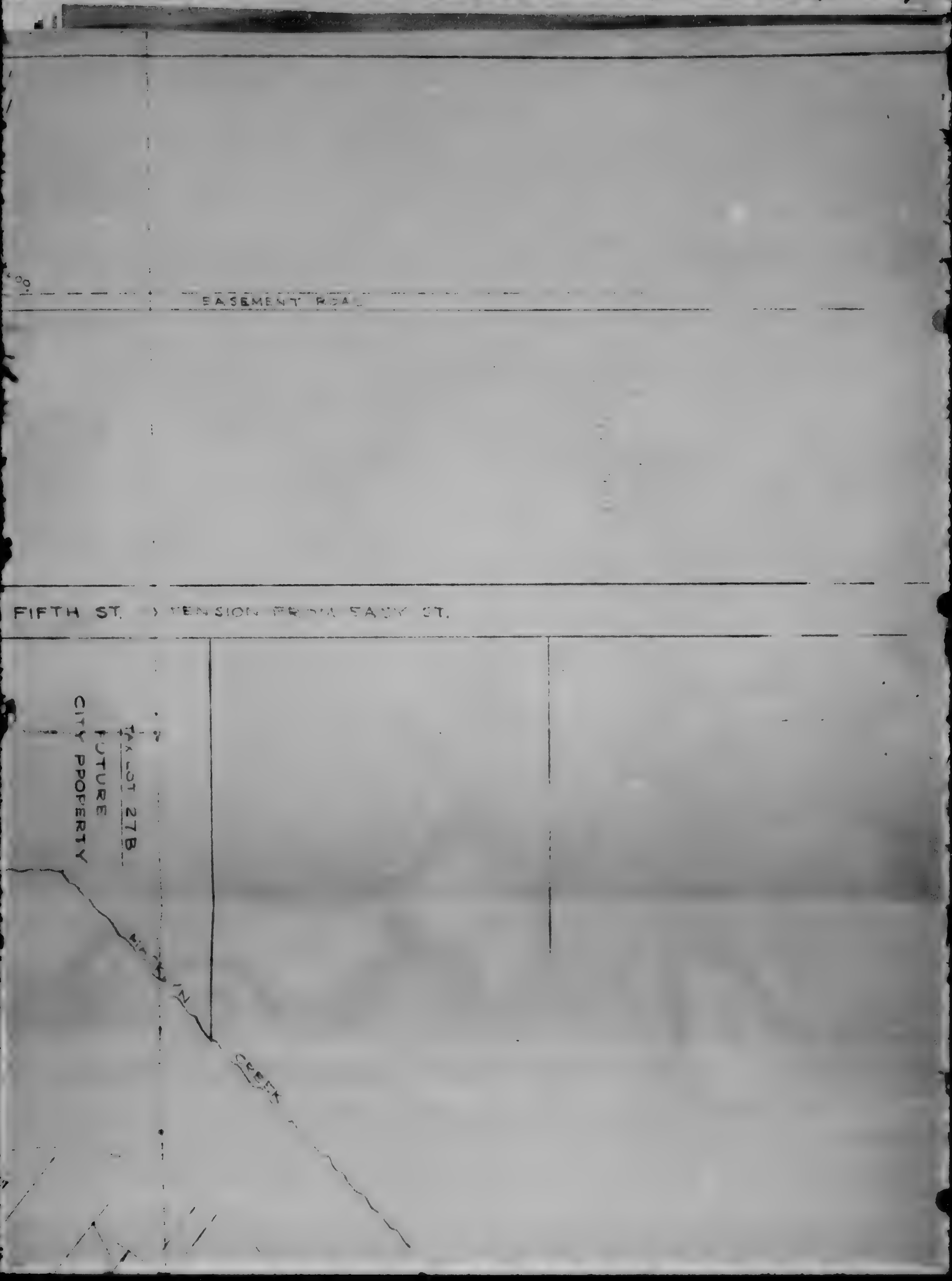
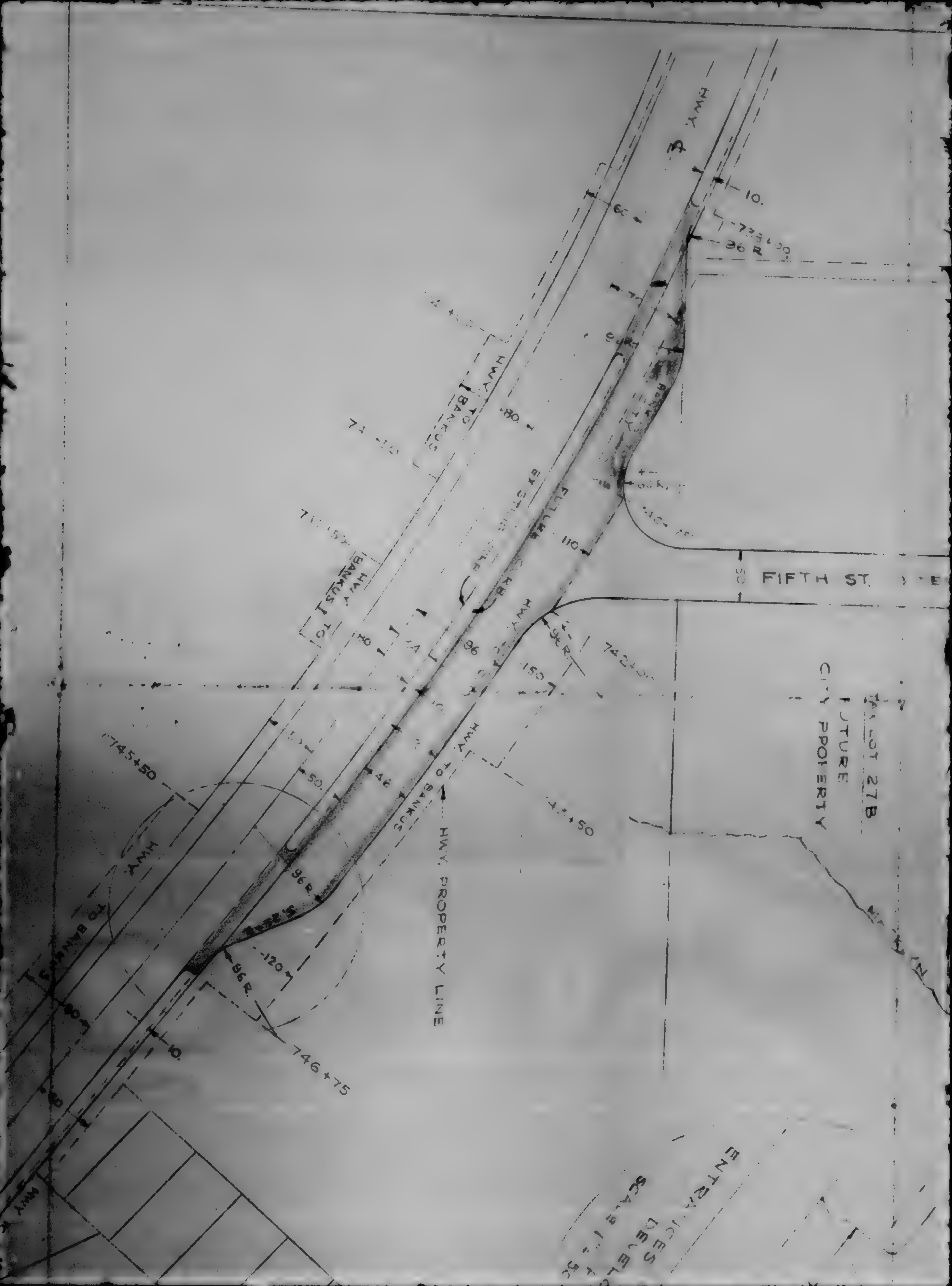

EASEMENT ROAD
FIFTH ST. EXTENSION FROM EASY ST.
TAX LOT 27B
FUTURE
CITY PROPERTY
CREEK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FIFTH ST.
HWY BANKUS TO
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CITY PROPERTY
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744+50
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HWY TO BANKUS
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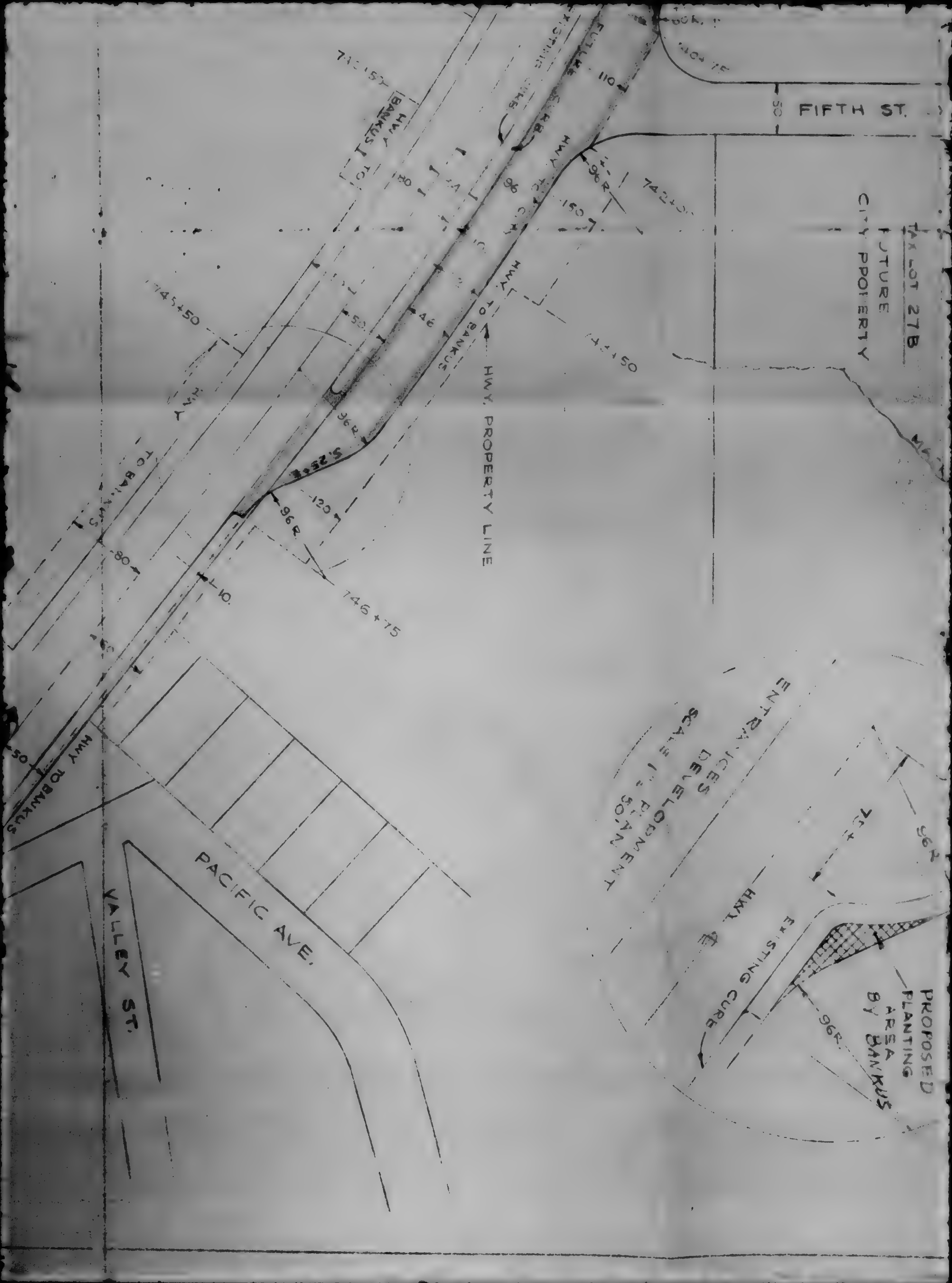
ENTRANCES
DESIGN
DEVEL
SCALE


FIFTH ST.
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HWY BANKUS TO
FUTURE CURB
EXISTING CURB
HWY TO CITY
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96R
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TAX LOT 27B
FUTURE CITY PROPERTY
745+50
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HWY TO BANKUS
744+50
HWY. PROPERTY LINE
96R
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120
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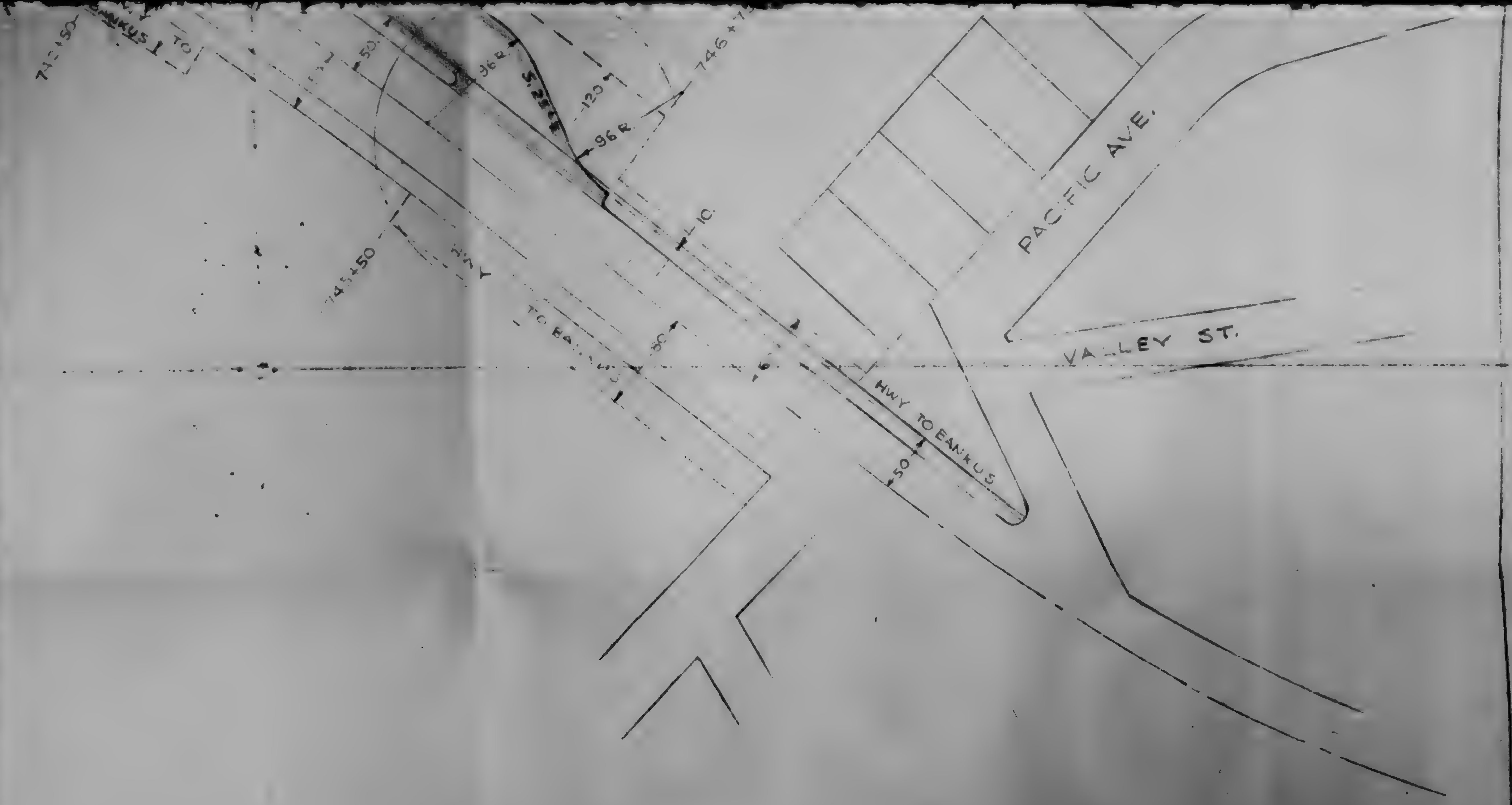
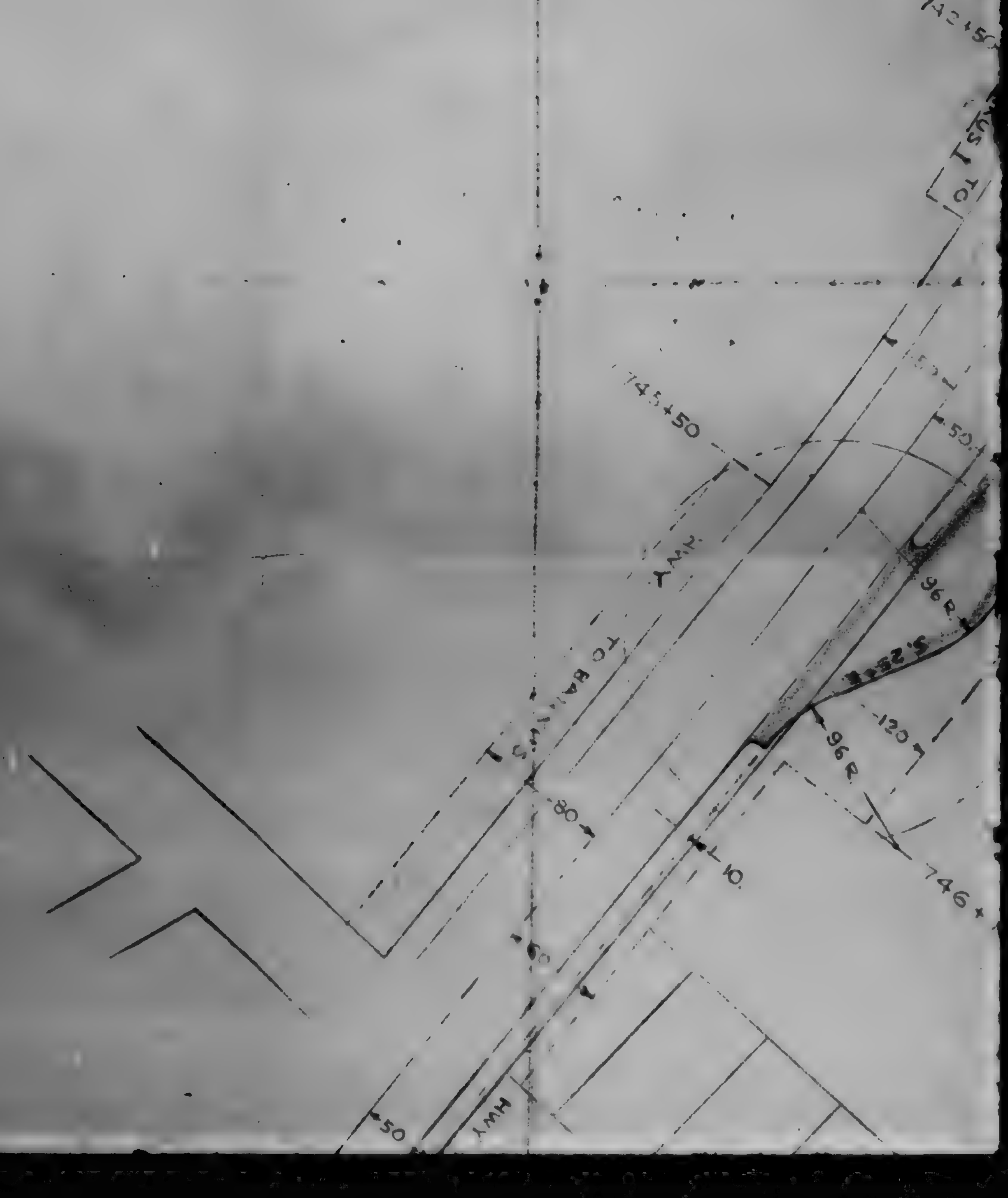
HWY TO BANKUS
HWY TO BANKUS
50
PACIFIC AVE.
VALLEY ST.
ENTRANCES DES DEVELOPMENT
SCALE 1 IN. = 50 FT.
HWY ℄
EXISTING CURB
96R
96R
PROPOSED PLANTING AREA BY BANKUS



CITY of BROOKINGS

PROPOSED HIGHWAY
ENTRANCES TO FIFTH
STREET EXTENSION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TO US 1
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RECEIVED
JAN 29 1959
FOR FILING

4703

Salem, Oregon
January 27, 1959

Proposed access road
US101 - City of Brookings
(Elmer Bankus)

Mr. Tom Edwards
Construction Engineer
OFFICE

Our old perennial in Brookings, which we all quaintly told ourselves we had cured by deeding the property back to Bankus, has once again arisen like "a Phoenix from its own ashes". I am attaching a copy of a letter from C. F. Campbell, Mayor of Brookings, and a sketch suggesting the City's idea of disposing of this matter, which, in general, entails the Highway Commission cooperating in a construction project involving a frontage road.

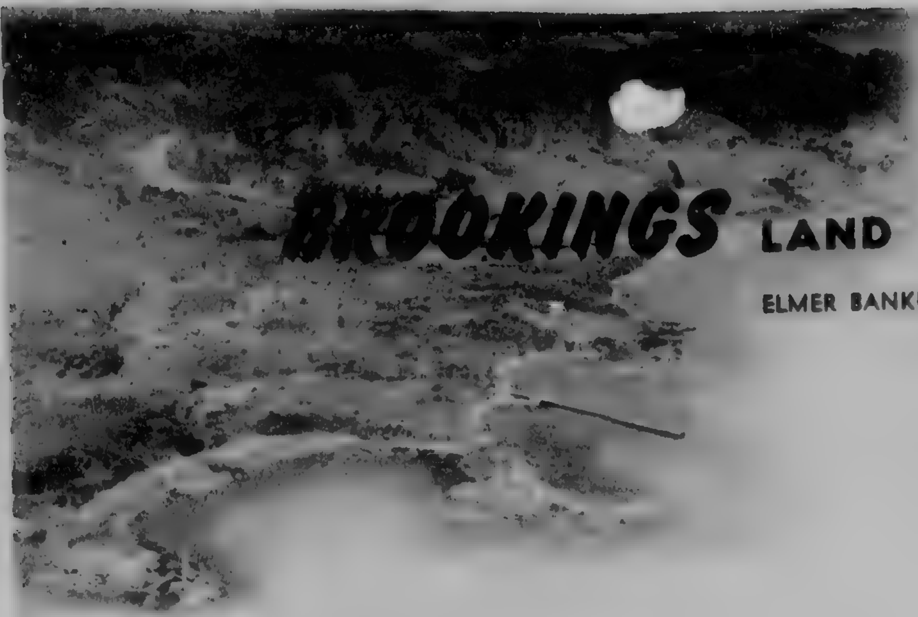
Will you please give me an estimate of cost of the various items involved in the road construction, such as drainage, grading, surfacing, et cetera, and your comments on this matter. No commitments have been made.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc Mr. W. C. Williams



BROOKINGS LAND AND TOWNSITE COMPANY
ELMER BANKUS, Owner
BROOKINGS, OREGON

January 15, 1959

Mayor C. F. Campbell
City of Brookings
Brookings, Oregon

Dear Mr. Campbell:

I am in receipt of your suggested plan for the development of the parallel road between Station 738+00 and Pacific Avenue extended to main Highway 101, City of Brookings.

This conforms with our verbal understanding and agreement, and I am in full accord if this project could be brought to immediate reality.

I think the plan is very well thought out and will mean much to the future development of Brookings. I trust you can receive immediate acceptance so there will be no more delay.

Very truly yours,

ELMER BANKUS

EB:mb

CITY OF BROOKINGS

P. O. Box 1308 ★ 702 Chetco Ave.

Brookings, Oregon

January 14, 1959

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Williams:

The inclosed drawing of a proposed access road at Brookings is being submitted to you at the suggestion of Mr. Forrest Cooper.

In submitting this proposal, it is our suggestion that the State furnish the necessary fill and black topping for this access road, and the City of Brookings will prepare the base for the black topping. It is our opinion that this base work, together with the drainage work already completed, will constitute well over twenty-five percent of the project. After completion the City of Brookings would accept the responsibility of maintenance.

We respectfully call your attention to the limited access to Highway 101 provided in this drawing, and to the 92 unit trailer court site which is being prepared for immediate development. The City has recently negotiated for a piece of property, as shown, for future development of City buildings, and Mr. Bankus has been held up for many years on commercial development of his property.

This property, as you know, is in the heart of our City and this access road is most important to the welfare and progress of the City of Brookings. The inclosed drawing is our tentative plan, subject of course, to any changes you might find necessary. However, due to the immediate improvement and construction on adjacent property, your early consideration on this matter will be greatly appreciated.

Very truly yours,

C. F. Campbell

C. F. Campbell, Mayor
City of Brookings

Approved:

Elmer Bankus

RECEIVED
JAN 19 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

"Home Of Winter Flowers"

RECEIVED
NOV 12 1958
FOR FILING

F [illegible]

4103

November 7, 1958

City of Brookings
Brookings, Oregon

Gentlemen:

The City of Brookings recently quitclaimed to the State of Oregon a portion of the old right of way on the northerly side of the Oregon Coast Highway immediately westerly of what would be termed the old portion of the city of Brookings. This piece of property has a long history. At the time the Oregon Coast Highway was rebuilt, in 1940, certain right of way was acquired from Mr. Elmer Bankus for the realignment in this area. It was more or less agreed in an exchange of correspondence between our Right of Way Division, supervised at that time by Mr. J. M. Devers, and Mr. Bankus that Mr. Bankus should have in return the unused portions of the right of way. The needed property was transferred in the line of this agreement at a figure approximating the outstanding taxes.

A few years ago Mr. Stiffler and Mr. Edwards met with the people of Brookings and elected on the basis of the then prevalent feeling to quitclaim to the City of Brookings a right of way which had been committed to Mr. Bankus. It was more or less understood that the City would develop the property and a frontal road could be constructed thereon, thus permitting future contiguous expansion of the city. This was not done and the next move occurred this year when the people of the Permit Division of the State Highway Department selected this area as a desirable site for a truck scale installation. Negotiations were undertaken by these people with the City Council but such action was negated when it came to the attention of the Chief Engineer.

Mr. Bankus has expressed interest in proceeding with the development of the property and he was told that if the City would quitclaim either to Bankus or to the State of Oregon he might secure the property under the terms of the agreement in 1940, namely, that he be returned such portions of the old right of way as were no longer of value to the Highway Department.

Your mayor, Mr. C. F. Campbell, was in this office recently discussing the possibility of constructing the frontage road along the easterly side of the highway just northerly from the business district of Brookings. This road, if constructed, would partly occupy the excess right of way which we have agreed to return to Mr. Bankus. The purpose of this letter is to let you know that we apparently are obligated to proceed with the returning of these excess parcels to Mr. Bankus in accordance with our agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw FC:fn:ar

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

FORM E-90X—50M—6-56—13046

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

October 24, 1958
Salem, Oregon

SUBJECT: File No. 7700
Elmer Bankus and Excess
Highway Right of Way
Brookings

To: Mr. F. D. Morgan, Division Engineer
State Highway Department
Roseburg, Oregon

On September 25 I received a request from Mr. Lindas for a quitclaim deed conveying excess right of way on U.S. 101 in the northerly part of Brookings to Elmer Bankus.

We have now completed our title search and received a description of the excess property which can be conveyed from our Right of Way Description Engineer.

We would, therefore, appreciate it if you could have obtained Mr. Bankus' full name and also, whether he wishes the property deeded to him personally or to himself and his wife. In the latter case, we would likewise need the name of Mrs. Bankus.

As soon as we receive the proper names, I will have a quitclaim deed prepared so that it can be executed at the next Highway Commission meeting.

Although I have not discussed with anyone whether or not we wish to control access, I would like to receive your recommendation as to whether or not we should control the number and width, and if it is desired to control as to location and width we will, of course, need the station location and width from the center line of the highway.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:RN
cc: Mr. Forrest Cooper ✓
Mr. L. I. Lindas

RECEIVED
OCT 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

W C Williams

RECEIVED
NOV 25 1957

NOTED
W. C. WILLIAMS

FOR FILING

A

FINAL COST ANALYSIS

Grading and Paving
Warren Northwest, Inc.
G. A. Barnhart, Resident Eng.

North Brookings
Contract #4703

November 15, 1957
Oregon Coast Highway
Prefix 8-1022-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Clearing and Grubbing	100%	All	$2,500.00	$2,500.00	$2,500.00	$2,500.00
*Drainage Excav. Unclass.	1396.7	C.Y.	4.00	4.00	5,586.60	5,586.60
Special Borrow Excav. Uncl.	42,159	C.Y.	0.55	0.60	23,216.80	25,295.40
*Gen. Excav. Unclass.	16,052.6	C.Y.	0.75	0.75	12,039.45	12,039.45
*Short Overhaul	42,168	Yd.Sta.	0.02	0.02	843.36	843.36
*Long Overhaul	1273.7	C-Yd.Sta.	0.60	0.60	764.22	764.22
Truck Haul	42,159	Yd.Mile	0.19	0.25	8,007.61	10,539.75
*Finishing R/B & Slopes	1.23	Mile	1,000.00	1,000.00	1,230.00	1,230.00
*Rounding Cutbanks	725	L.F.	0.20	0.20	145.00	145.00
*18" Corr. Metal Pipe	12	L.F.	5.00	5.00	60.00	60.00
*12" Concrete Pipe	207	L.F.	2.50	2.50	517.50	517.50
*18" Concrete Pipe	135	L.F.	4.50	4.50	607.50	607.50
*24" Concrete Pipe	72	L.F.	6.00	6.00	432.00	432.00
*30" Concrete Pipe	21	L.F.	8.00	8.00	168.00	168.00
*8" Metal Drain Pipe	305	L.F.	3.00	3.00	915.00	915.00
*6" Sewer Pipe	35	L.F.	1.50	1.50	52.50	52.50
*8" Sewer Pipe	382	L.F.	1.50	1.50	573.00	573.00
*12" Sewer Pipe	1584	L.F.	2.00	2.00	3,168.00	3,168.00
*18" Sewer Pipe	866	L.F.	3.50	3.50	3,031.00	3,031.00
*Extra for Pipe Under Pave.	103	L.F.	3.00	3.00	309.00	309.00
**Concrete Catch Basin	23	Each	66.00	66.00	1,518.00	1,518.00
**Concrete Manholes	9	Each	225.00	225.00	2,025.00	2,025.00
**Class "A" Concrete	162.81	C.Y.	72.00	72.00	11,722.32	11,722.32
**Metal Reinforcement	28,867	Lb.	0.125	0.125	3,608.38	3,608.38
**Concrete Curbs	203,024	C.Y.	44.00	44.00	8,933.06	8,933.06

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
**Metal Guard Rail	648.2	L.F.	3.50	3.50	2,268.70	2,268.70
Coarse Mat'l. in Base	11,341	C.Y.	2.37	2.00	26,885.79	22,682.00
3/4"-0 Mat'l. in Base	2622	C.Y.	2.93	2.60	7,685.98	6,817.00
Sprinkling	279.7	M/gal.	1.44	2.50	402.87	699.25
Preparation of Base	1.23	Mile	346.10	250.00	425.71	307.50
3/4"-0 Mat'l. in Bndr. Cse.	210	C.Y.	3.94	4.50	827.94	945.00
RC-3 Asphalt in Bndr. Cse.	24.99	Ton	42.19	50.00	1,054.43	1,249.50
Asphaltic Concrete Mixture	9325.49	Ton	4.26	4.75	39,722.95	44,296.08
85-100 Asphalt in Mixture	527.822	Ton	35.90	38.00	18,951.32	20,057.24
RS 2 Asphalt	9.63	Ton	61.44	55.00	591.75	529.65
Extra for Asph. Conc. Apprs.	60	Each	30.23	25.00	1,814.14	1,500.00
Asph. Conc. Traffic Markers	372.5	L.F.	0.61	1.00	225.70	375.00
*PA#1 8" Perf. Metal Drain-pipe Uncoated	428	L.F.	2.50	2.50	1,070.00	1,070.00
*PA#1 Special Backfill	121.6	C.Y.	5.00	5.00	608.00	608.00
PA#2 Pur. Excess Asph. Conc. Aggregate	1936	C.Y.	1.05	1.45	2,042.94	2,807.20
PA#2 Loading Asph. Conc. Ag.	1936	C.Y.	0.13	0.15	261.04	290.40
PA#2 Hauling Asph. Conc. Ag.	17805.5	Yd.M.	0.14	0.12	2,520.19	2,136.66
PA#3 Cement Adj. Favor of Cont.	.25	Bbl	---	5.24	In Cl."A"Conc.	1.31
Force Account					1,803.57	1,849.27
					$201,136.37	$207,212.70
Work done for Curry County					64,852.41	71,723.67
Private Work Done					21,169.83	24,226.29
Total					$287,158.56	303,162.66

* Work done all or in part by Q. L. Rufener, Inc.

** Work done all or in part by Goldie Gentle.

	Gross Revenue	Total Cost	Net Prof.	% Prof. of Gross Revenue
Contract 4703	$207,212.70	$201,136.32	$6,076.38	2.9
Curry County	71,723.67	64,852.41	6,871.26	9.5
Private Work	24,226.29	21,169.83	3,056.46	12.6
	$303,162.66	$287,158.56	$16,004.10	5.2

FINAL COST ANALYSIS

Grading and Paving
Warren Northwest, Inc.
Contractors
G. A. Barnhart, Resident Eng.

Brookings (Pioneer Rd.-
Easy St.)
Contract #4743

City Streets
Prefix 308-1703-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Drainage Excav. Unclass.	463.2	C.Y.	$4.00	$4.00	$1,852.80	$1,852.80
*General Excav. Unclass.	2946.9	C.Y.	0.80	0.80	2,357.52	2,357.52
*12" Sewer Pipe	184	L.F.	2.00	2.00	368.00	368.00
*24" Reinforced Sewer Pipe	363	L.F.	5.00	5.00	1,815.00	1,815.00
*30" Reinforced Sewer Pipe	248	L.F.	7.50	7.50	1,860.00	1,860.00
*8" Perf. Metal Drain.,Uctd.	110	L.F.	2.50	2.50	275.00	275.00
*Special Backfill in Drains	10.4	C.Y.	5.00	5.00	52.00	52.00
**Concrete Catch Basins	5	Each	66.00	66.00	330.00	330.00
**Concrete Manholes	2	Each	225.00	225.00	450.00	450.00
**Concrete Islands	17.623	C.Y.	37.00	37.00	652.05	652.05
**Concrete Curbs	46.846	C.Y.	44.00	44.00	2,061.22	2,061.22
**Concrete Walks	412.40	Sq.Yd.	4.14	4.14	1,707.34	1,707.34
Coarse Mat'l. in Base	2488	C.Y.	2.00	2.05	5,104.65	4,976.00
3/4"-0 Mat'l. in Base	527	C.Y.	2.60	2.74	1,444.97	1,370.20
Sprinkling	42	M/gal.	2.50	1.94	81.75	105.00
Asph. Conc. Mixture	1339.105	Tons	4.75	4.19	5,610.52	6,360.75
85-100 Asph. in Mixture	77	Tons	38.00	35.90	2,764.66	2,926.00
Force Account					45.93	45.93
					$28,833.41	29,564.81

*Work done all or in part by Rufener
**Work done all or in part by Goldie Gentle

Gross Revenue	$29,564.18
Total Cost	28,833.41
Net Profit	$ 730.77

Net profit equals 2.4% of gross revenue

Detail of cost for all work done by Warren Northwest Company, Contract 4703, 4743, Curry County and Private Work.

LABOR

Labor	$69,586.58	
Labor insurance	5,038.45	
Health and welfare	1,848.01	
		$76,473.04

MATERIALS

85-100 asphalt	1136.13 tons at 34.859	39,604.35	
RC 3 asphalt	90.30 tons at 36.288	3,276.80	
RC 2 asphalt	9.63 tons at 37.94	461.66	
RS 1 asphalt	2.626 tons at 36.76	96.53	
8" drain tyle	131 lin. ft. at 0.96	125.76	
Heat oil	1388 bbls. at 3.52	4,888.83	
8" concrete pipe	51 lin. feet at 0.85	43.35	
1¼" galv. pipe	282 lin. feet at 0.4819	135.90	
Tyle gates	3 each at 21.00	63.00	
			$48,696.13

EQUIPMENT RENTALS & MISC. EXPENSE

Equipment rental (own)	37,891.79
Equipment rental (hired)	35,973.86
Gas, oil and grease	8,699.59
Travel expense	1,424.20
Freight	9,996.43
Small tools	496.53
Telephone and telegraph	1,055.77
Bond	1,789.09
Office supplies	764.23
PL and PD insurance	852.08

EQUIPMENT, ETC., CONTINUED

Sundries		$ 852.08	
Home office and general overhead		7,710.86	
			$107,493.94
Paid Ruffener	$45,469.15		
Paid Gentle	33,007.37		
Royalty paid on aggregate	4,852.29		
		$83,328.81	
			$315,991.97

Break-down of Paving Costs

	Quantity	Unit	Total Cost	Unit Cost
Move in & set up	20,635.423	Ton	$10,556.37	$ 0.51
Heat and Mix.	20,635.423	Ton	25,047.16	1.21
Asphalt in Mixture	20,635.423	Ton	40,792.48	1.98
Aggregate in Mixture	20,635.423	Ton	18,580.12	0.90
Haul to street, cont. 4703	9,325.49	Ton	7,895.75	0.85
Street work, cont. 4703	9,325.49	Ton	7,340.71	0.79
Haul to street, cont. 4743	1,339.105	Ton	933.83	0.70
Street work, cont. 4743	1,339.105	Ton	1,160.52	0.87
Haul to street, county	8,661.378	Ton	4,875.26	0.56
Street work, county	8,661.378	Ton	5,939.07	0.69
Haul to street, private	1,302.00	Ton	1,724.22	1.32
Street work, private	1,302.00	Ton	2,696.55	2.07
Haul and place Class "B"	7.45	Ton	191.85	2.58
Traffic markers				

Total paving time equals 329 hrs.

Average production = $\frac{20,635.423}{329}$ = 62.7 tons

Break-down of Crushing Costs

	Quantity	Unit	Cost	Unit Cost
Move in and set up	44,367	C.Y.	$ 7,809.17	$ 0.186
Load	44,367	C.Y.	4,828.69	0.115
Haul to crusher	44,367	C.Y.	6,789.67	0.162
Crushing	44,367	C.Y.	25,540.74	0.610
Cost of putting mat'l. thru plant	44,367	C.Y.	44,968.27	1.013
Stockpile of plant	29,102	C.Y.	1,213.20	0.042
Cost of mat'l. SP at plant				1.055
Haul & Stockpile Class "B" Agg.	15,265	C.Y.	3,108.24	0.204
Cost of aggregate SP for Cl. "B"				1.217

Total crushing time equals 434 hours.

Average crush per hour $= \frac{44,367}{434} = 102$ c.y.

REMARKS:

This was a "Federal Aid Primary Project" located on the Oregon Coast Highway in Curry County. The north end of the project was about 150 feet north of the intersection of the Oregon Coast Highway, and Parkview Drive. The south end of the project was at the intersection of the highway and Pacific Avenue, all in the City of Brookings. The overall length of the project was 1.23 miles.

The work to be done under the contract consisted of the construction of 1.23 miles of highway roadbed, stone base and asphaltic concrete pavement, concrete curbs and gutters, and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid and awarded to Warren Northwest, Inc. on June 4, '56. The contractors agents began work on June 21, 1956, and work on the project was completed on November 30, 1956. The final estimate was dated September 11, 1957.

The subcontractor on grading moved in and started clearing on June 21, 1956. For this work he used a crew of 3 men. This, being very light work, was completed during the week ending July 14, 1956.

While the clearing was in progress, the grading contractor did the excavation for the box culvert located at Sta. 692+50. He completed this on June 21, 1956, and the subcontractor on concrete installation began work immediately on the box culvert and completed all concrete installing on October 8, 1956. The subcontractor on concrete used a crew of men varying in number from 4 to 20 while doing his work.

The grading contractor, having finished excavating for the box culvert at Sta. 692+50, began excavating for and placing the concrete and sewer pipe throughout the project, using a 3/4 c.y. backhoe and a crew of 4 men for this work. As soon as he had enough pipe installed to give him working room he began excavating for the roadbed, using 2 D8 cats with scrapers to haul the material, a D8 cat and dozer as a pusher and a #12 caterpillar blade for spreading the material hauled, and shaping the roadway. The grading was completed during the week ending September 29, 1956.

During the week ending August 20, 1956, the principal contractor began hauling from the borrow area in Harris Beach Park to the fill at Sta. 692+50. For this work he used 4 hired trucks which were loaded with 2 c.y. tractor loaders. The material was pushed to the loader by a TD18 with a dozer and spread and compacted with TD18 and dozer. This work was finished on September 21, 1956.

During the beginning of work on the project by the subcontractors, the principal contractor moved in and set up his 3-crusher crushing plant on an independent source of gravel located adjacent to the county road up the north bank of the Chetco River at M. P. 3.34. He began crushing on July 10, 1956. While set up here he crushed out aggregate for two state projects and for the private work he obtained in the vicinity. For this work he used a 3/4 c.y. shovel to load, 2 hired 6 c.y. trucks to haul to crusher, a 3-crushing plant, a TD18 dozer around the plant when necessary. When stockpiling the asphaltic concrete aggregate, he had a 6 c.y. truck hauling from the plant. The crushing was completed during the week ending September 29, 1956.

REMARKS, CONTINUED

On September 24, 1956, the principal contractor began placing the base aggregates on the project, loading the aggregate from piles at the plant with a 2 c.y. tractor loader and hauling with 6 hired trucks. The base aggregate was processed by using a #12 caterpillar blade and a 3-leg roller. The placing of the base was completed on October 1, 1956. The aggregate in base items shows a loss due to the use of a private source upon which a royalty was paid, longer hauling distance, and not being able to place the aggregate on the project as it was made.

On October 3, 1956, the contractor began paving on the project, hauling from his 1500 lb batch plant, which had been set up adjacent to the crushing plant, with 7 hired trucks. He placed the asphaltic concrete with a Barber Green paver, a 3-leg roller to compact and a tandem roller for finishing. This work was finished on October 22, 1956, except for driveways, which were completed on November 9, 1956. All work on the project was accomplished on November 30, 1956.

While the principal contractor was paving the North Brookings project, Contract #4703, the subcontractors on grading and concrete work were doing their portion of work on the Pioneer Avenue-Easy Street, City of Brookings, Contract #4743.

On October 23, 1956, the principal contractor began paving on this project. He completed this work on October 30, 1956.

All work on this project was complete on November 3, 1956.

Although the contractor was hampered by City forces making installations, inclement weather which slowed down production, and very heavy traffic, he was able to make a small profit by having good supervision and fair equipment.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet

RECEIVED
SEP 16 1957
FORM 230—12V—M—0-00—00200
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

4703

Salem, Oregon
September 30, 1957

SUBJECT: Damage to Brookings Water Co. pipes, etc., during work on Highway 101.

To: Forrest Cooper
Deputy State Highway Engineer

OFFICE

I refer you to a letter of July 30, 1957, directed to the Glen Falls Insurance Company, Portland, Oregon, by the Secretary of the Highway Commission in which he states "Thank you for the photostatic copy of a release and indemnity agreement signed by the Brookings Water Company releasing Warren Northwest, Inc., from responsibility in connection with their operations on our Contracts 4703 and 4743 in the city of Brookings. This agreement indicates full and compromise settlement of a disputed claim or claims in the amount of $268.90."

In view of the above, there would appear to be no reason why this department should retain $2,000 that is due and owing on Contract No. 4703. I would, therefore, recommend that final payment be made to the contractor unless there are in existence other claims involving this contractor which have not been settled.

Leonard I. Lindas
LEONARD I. LINDAS
Chief Counsel

LIL:br

Copy to Mr. [illegible] 9-[illegible]
FILED
FORREST COOPER

RECEIVED
SEP 30 1957
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
F-119 (4)
4705

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 28, 1958
Salem, Oregon

SUBJECT: File No. 7700
Elmer Bankus and Excess
Highway Right of Way
Brookings

To: Mr. F. C. Morgan, Division Engineer
State Highway Department
Roseburg, Oregon

As mentioned in my letter of October 24, on the above file, we obtained a description of the property to be conveyed from our Right of Way Description Engineer. The description provides the State is to retain a strip of land 100 feet in width, 50 feet on each side of the center line, but in checking the same I noted that Mr. B. A. Martin, in his letter to you, stated that the City would like to have the State retain some excess property on the east side of the highway so that at some future date the City could make a connection from Valley Street and Pacific Avenue to the highway. He also stated that the City of Brookings is contemplating a street that would connect with the highway in the vicinity of Station 741+00 on the north side of the highway as well as a site for a new city hall in this vicinity.

To make certain that we retain as right of way all of the property which may be subsequently needed by the City of Brookings we would appreciate it if you could have Mr. Martin furnish us a sketch map showing the area which the city wishes us to retain outside our normal 100 foot right of way.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:RN
cc: Mr. Forrest Cooper ✓
Mr. L. I. Lindas

[illegible]
FORREST COOPER

RECEIVED
OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 1957

file

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 27, 1957

F-117(4)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4703 4703	8-A Final	Warren Northwest, Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
22354	H192969	$ 2,000.00	Sept. 27, 57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1956

Time Extensions: Nov. 30, 1956

Completion Date: Nov. 30, 1956

Date Accepted: April 19, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 30, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 30 1957

RECEIVED
SEP 19 1957
FOR FILING

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4703

Sept. 18, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4703 for grading and paving on the North Brookings Section of the Oregon Coast Highway in Curry County was completed by the contractor, Warren Northwest, Inc., on Nov. 30, 1956, and was formally accepted by the Highway Commission on April 19, 1957.

Final payment in the amount of $2,000.00 will be released to the contractor on or after Sept. 28, 1957. The total contract amount is $207,212.70, of which amount $1,849.27 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

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JUL 31 1957
FOR FILING

July 30, 1957

Glens Falls Insurance Company
225 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. E. Stuart Gryzies
Adjuster

Gentlemen:

Thank you for the photostatic copy of a Release and Indemnity Agreement signed by Brookings Water Co., releasing Warren Northwest, Inc., from responsibility in connection with their operations on our Contracts 4703 and 4743 in the city of Brookings. This agreement indicates full and final compromise settlement of a disputed claim or claims in the amount of $268.90.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Warren Northwest, Inc.
P. O. Box 5078
Portland, Oregon

Commissioners
Mr. W.C. Williams
Mr. Forrest Cooper

NOTED ON CARD
em

"Old and Tried" Organized 1849
Glens Falls
INSURANCE COMPANY
Glens Falls, N. Y.

R. L. METCALF
CLAIM MANAGER
225 S. W. 4TH AVENUE
TELEPHONE CAPITOL 8-7344

JAMES S. HURRY, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
8TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

PORTLAND 4, OREGON

July 26, 1957

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission

Re: File No. : 73-MP-32803K
Insured : Warren Northwest, Inc.
Clmt. : Brooking's Water Company
D/Loss : 9/10/56

Gentlemen:

I am enclosing herewith a copy of the release which we obtained from Attorney John Buttler in behalf of his client, Brookings Water Company, which negotiation was entered into between this company as insurers of Warren Northwest, Inc.

Our Draft No. A-127571 is now in the hands of the claimant's attorney and this matter is completely settled. This loss was in connection with a state contract which our insured had in the Brookings, Oregon area in the fall of 1956.

Very truly yours,

E. Stuart Gryziec
E. STUART GRYZIEC
ADJUSTER

PORTLAND CLAIMS DEPARTMENT

ESG:kg
Enc.

NOTED ON CARD

REFERRED TO
BY SECRETARY

RECEIVED
JUL 29 1957
OREGON
STATE HIGHWAY COMMISSION

RELEASE AND INDEMNITY AGREEMENT

FOR THE SOLE CONSIDERATION OF ----TWO HUNDRED SIXTY EIGHT AND 90/100ths-----

Dollars ($268.90),

the receipt of which is hereby acknowledged, XXXX (we) BROOKING'S WATER CO.

, being of lawful age, residing at ,

for our self, our heirs, representatives, successors or assigns do hereby **release and forever discharge**

WARREN NORTHWEST INC.

and representatives, successors or employees from all actions, claims and demands whatsoever that now exist or may hereafter develop from, and particularly on account of all known, unknown or unforeseen injuries, losses, damages or expense to person or property arising out of or in consequence of an event occurring on or about Sept. 10 19 56

at or near Highway #101

Furthermore, the undersigned promise(s) and agree(s), in consideration of this payment, to **indemnify and hold harmless** the party(ies) hereby released from any actions, claims, demands, costs or expense, arising out of or related to any losses, injuries or damages, so sustained by me (us), my (our) spouse(s) or child(ren).

It is further understood and agreed that this payment is voluntarily accepted as a full and final **compromise, satisfaction and settlement** of disputed claims; that it shall never be construed as an admission of liability by, nor pleaded in bar of any action brought by or on behalf of the party(ies) hereby released; that this instrument was read and understood and that it contains the entire agreement between the parties without other inducement.

IN WITNESS WHEREOF XX (we) have set XXXX (our) hand(s) and seal(s) this 24th day of July 1952.

READ CAREFULLY BEFORE SIGNING

In the presence of

Witness John H. Butler

Witness

L.S.

L.S.

STATE OF Oregon
COUNTY OF Multnomah } ss.:

Personally appeared before me this 24th day of July 1952,

Elmer Bankers to me known to be the person(s) who executed this instrument and acknowledged the same to be a free act and deed; and I certify that before the execution thereof, it was read over and fully explained to the same person(s) by me, and (t)he(y) declared before execution thereof that (t)he(y) fully understood it.

X John H. Butler
Notary Public
My Commission expires 10/10/55

Form 906

A

July 26, 1957

Warren Northwest, Inc.
Box 5072
Portland 13, Oregon

Attention: Mr. Eppling, Secretary-Treasurer

Re: File No. : 73-MP-32803K
Insured : Warren Northwest, Inc.
Clmt. : Brocking's Water Company
D/Loss : 9/10/56

Gentlemen:

This will supplement my letter to you dated July 24, 1957 and I wish to advise that we have now received our release properly signed and duly executed by the claimants in regard to the captioned matter.

I will write to the State Highway Department advising them of our negotiation and settlement and include a copy of the release in order to facilitate the payment of your contract agreement with the state repair job.

Trusting this will suffice to alleviate matters, I remain,

Very truly yours,

E. STUART GRYZIEC
ADJUSTER

PORTLAND CLAIMS DEPARTMENT
ESG:kg

cc:
Secretary, State Highway Commission
Salem, Oregon

A

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FOR FILING

E-119 (4)

4703

FORM E-38X—37,500—9-56—96688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 21, 1957

SUBJECT: Engineering Service to Curry County on Jerry's Flat Road

To: Tom Edwards
Construction Engineer
Salem, Oregon

In reply to a letter from Mr. G. S. Paxson, Assistant State Highway Engineer, dated June 13, 1957, requesting information on engineering services to be furnished by the State Highway Commission to Curry County for the supervision of paving operations on Jerry's Flat Road, please be advised that on August 13, 1956, Order to Render Service #CD36-7980-532 was issued. This Order, in the amount of $5,000.00, was to cover cost to the State for engineering services rendered to Curry County for engineering supervision on County roads during the year 1956. Please be advised that Curry County deposited $5,000.00 with the State at that time and that of this amount $3552.56 has been expended.

Mr. Barnhart, Resident Engineer at Gold Beach, has indicated that the unexpended balance of $1447.46 will be sufficient to cover the engineering costs in supervising the paving work to be done on Jerry's Flat Road.

I recommend that Curry County be advised that the State Highway Department has sufficient of their funds on hand to cover the cost of the proposed engineering supervision on the Jerry's Flat Road.

F D Morgan

F. D. Morgan
Division Engineer

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
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FOR FILING

T-11941

4703

June 13, 1957

Curry County Court
Gold Beach, Oregon

Attention: Hon. Guy H. Forsyth
County Judge

Gentlemen:

Reference is made to your letter of June 10 in response to our telephone call, concerning engineering services during the paving operation on the Jerry's Flat Road. This letter authorizes the use of State Highway Department personnel for the inspection and engineering work on this section of road.

I am, by a copy of this letter, requesting the Division and Resident Engineers to make an estimate of the cost and secure an advance deposit from the County to cover these services.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. George Barnhart

Const. Dept./gm

RECEIVED
JUN 17 1957
FOR FILING

4703

[illegible] COMMISSIONER
[illegible], OREGON

GUY H. FORSYTH, JUDGE
GOLD BEACH, OREGON

FRED W. FLYNN, COMMISSIONER
BROOKINGS, OREGON

CURRY COUNTY COURT

GOLD BEACH, OREGON

June 10, 1957

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Thos. Edward

Dear Sirs:

It is expected that the Jerry's Flat Road, of which one mile was contracted for paving with the Warren Northwest, who in turn subcontracted to Central Heating, but was not completed last fall as intended, but it is now expected they will get at it in the near future, so we are in need of the supervision of one of your engineers.

It is respectfully requested that you furnish an engineer from your staff. Mr. George Barnhart served in the capacity of supervising engineer on our last project. His efforts were entirely satisfactorly and it is hoped that he can assist us at this time, as he is thoroughly acquainted with our necessity.

Thank you for this and past favors.

Yours truly,

CURRY COUNTY COURT

Guy H. Forsyth

By
Guy H. Forsyth
County Judge

GHF:dcd
cc: Mr. George Barnhart

CONSTRUCTION DIVISION
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[illegible]

NOTED
G. S. PAXSON

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

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JUN 1 [illegible] 1957
OREGON
STATE HIGHWAY COMMISSION

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MAY 8 - 1957

FOR FILING

[illegible]

4703

May 7, 1957

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., in connection with contract No. 4703, for grading and paving on the North Brookings Section of the Oregon Coast Highway in Curry County. This payment, in the amount of $1,130.43, will be released to the contractor on or after May 17, 1957. The retained percentage is $2,000.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
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RECEIVED
APR 11 1957
FOR FILING
E 119(4)
4703

April 11, 1957

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland, 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., in connection with contract No. 4703, for grading and paving the North Brookings Section of the Oregon Coast Highway in Curry County. This payment, in the amount of $4,568.20, will be released to the contractor on or after April 22, 1957. The retained percentage is $2,000.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ecm

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

A

File

RECEIVED
MAR 11 1957
FOR FILING
F 119 (4)
4783

FORM [illegible] REV[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 4, 1957

196

Cake, Jaureguy, Hardy & Buttler
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Attention: Mr. John H. Buttler

Re: Damage to Brookings Water Company
pipes, etc., during work on
Highway 101

Gentlemen:

Reference is made to the matter of claim for damages by the Brookings Water Company claimed to have been caused by Warren Northwest, Inc., in connection with the construction of a section of the Oregon Coast Highway at or near Brookings.

An investigation has been made and it appears that there are no claimed damages for which the State Highway Commission can assume any responsibility. The work was done by Warren Northwest, Inc. as an independent contractor, and if there is any responsibility it is that of the contractor and not the State.

A field inspection was made by Mr. G. A. Barnhart, Resident Engineer, with the Foreman for the Water District and as reported by Mr. Barnhart, a list of the items claimed to be damaged is as follows:

1. Left of station 715+50 — a 3/4" copper service line, to Manning Buick. Broken twice. First time while excavating for a catch basin, the second time excavating for connecting drain.

2. Left of station 717+00 — Broken valve stand. The valve stand was put in place ahead of surfacing and was covered up with gravel and broken by the blade.

3. Left of station 731+00 — 2" copper water line and meter

   The 2" copper was 0.5 feet above sub grade or less than 1.5 feet below the center line of the old pavement.

NOTED
FORREST COOPER

RECEIVED
MAR 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

The meter was located about 34 feet from the center line, though improperly located it was exposed and flagged. Taken out by carry-all operator.

4. Left of station 732+50 — 4" transit water line. The top of pipe was 0.2 feet above grade, broken during excavation.

5. Right of station 735+50 — 4" transit water main. This pipe was located about 6.0 feet below grade, but only 1.0 foot below the surface and in marshy ground. This pipe was not broken until fill was nearly to grade and was caused by heavy equipment hauling over area for compaction.

6. Right of station 737+00 -- Broken valve stand. This valve stand was located partly under the curb and was broken by contractors man trying to force stand out from under curb forms.

7. Right of stations 737+00 to 740+00 — 4" water main broken several times. This line was located along the side of a fill and was buried very shallow also exposed in several places.

   Broken during clearing and after fill was nearly to grade.

8. East of intersection of Pioneer Road and Pacific Ave. Broken valve and water line.
   This break happened during excavation of area, the Brookings Water District had worked in this area moving a fire plug, and had released a large amount of water, making the ground very soft and muddy. The pipes were located about 2.0 feet below the original ground. Though the contractor used as much care as possible while working this are the heavy equipment damaged the valve and pipe.

No comment is made or intended as to where the responsibility for each item of damage may lie and this communication is intended to be solely objective and informative.

Please note that among others, a copy of this communication is being sent to Glens Falls Insurance Company

Very truly yours,

JWD:RN

J. W. DeSOUZA
Assistant Counsel

cc: Glens Falls Insurance Co. - Attention: Mr. E. Stuart Gryziec
Mr. Forrest Cooper; Mr. Tom Edwards and Mr. Frank Morgan

CAKE, JAUREGUY, HARDY & BUTTLER
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. MCEWEN
WILLIAM E. LOVE
JONATHAN U. NEWMAN
RALPH H. CAKE, JR.

February 8, 1957

State Highway Department,
State of Oregon,
Salem, Oregon.

Attention: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

Re: Damage to Brookings Water Company pipes, etc.

We have heard nothing further from you since your letter of January 3, 1957 concerning our client's claim for damage to its pipes and other equipment done during construction work on Highway No. 101 in Brookings, Oregon.

Our client is anxious to dispose of this matter, but we do not wish to file a lawsuit unless it is necessary to do so. We should appreciate very much hearing from you with respect to the status of this matter.

Very truly yours,

CAKE, JAUREGUY, HARDY & BUTTLER

John H. Buttler
John H. Buttler

JHB/lp

RECEIVED
FEB 11 1957
OREGON
STATE HIGHWAY COMMISSION

CAKE, JAUREGUY, HARDY & BUTTLER
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-1323

RALPH H. CAKE
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RALPH H. CAKE, JR.

February 8, 1957

State Highway Department,
State of Oregon,
Salem, Oregon.

Attention: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

Re: Damage to Brookings Water Company pipes, etc.

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Our client is anxious to dispose of this matter, but we do not wish to file a lawsuit unless it is necessary to do so. We should appreciate very much hearing from you with respect to the status of this matter.

Very truly yours,

CAKE, JAUREGUY, HARDY & BUTTLER

John H. Buttler
John H. Buttler

JHB/lp

RECEIVED
FEB 11 1957
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
January 22nd, 1957

Cake, Jaureguy, Hardy and Buttler
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Attention: Mr. John H. Buttler

Reply is made to your letters of December 28th and January 4th regarding the claims of Mr. Elmer Bankus, owner of the Brookings Water Company, Brookings, Oregon.

The itemized statements which you submitted have been of some help to us in determining the area of responsibility in this matter. However, the statements do not itemize the greater portion of the bill which was incurred in July and August, nor does it indicate locations damaged in September with respect to the bill of Q. L. Rufener; and further, two items in the September bill to Warren Northwest are indicated as being Highway 101 main only. This does not allow us to pinpoint areas of damage. We have had an extensive field investigation made. It has unearthed the following facts:

Rough Draft - [illegible]

1. Our resident engineer called on Mr. Elmer Bankus at some length to secure data and information as to location of the mains. He was unable to secure detailed information except that the mains were at least 30 inches below grade as required by the terms of certain permits which Mr. Bankus holds for specific locations. Considerable information was secured from Mr. Bankus' superintendent.

2. Specific damage instances can be detailed as follows:

Left of Station 717+50 - main broken: This line was broken twice. The location of the line was known but it was not at the depth under the ground indicated. In the second instance, its exact location was known and it was by carelessness on the part of the contractor. Q. L. Rufener should pay for this damage.

Left of Station 717 - valve stand broken: This stand was visible, was flagged and was broken by the contractor's carelessness.

Left of Station 731 - 2-inch copper water main and meter: The 2-inch line, contrary to statements, was 18 inches below the center of the old pavement. At the proper 30-inch depth it would not have been damaged and the contractor should not be held responsible. However, the meter was located 34 feet from centerline and was exposed and flagged. Damage to the meter is chargeable to the contractor's carelessness and should be paid for by him.

Left of Station 732+50 - 4-inch transite water line: This pipe was not located at the specific depth required in the permit. Had it been so located, it would not have been damaged. The contractor should not be responsible for this damage and it should more rightfully be a responsibility of the Brookings Water Company.

Right of Station 735+50 - 4-inch transite water main: This pipe was located only 1 foot below the surface in marshy ground. The weight of the fill caused displacement and settlement in the marshy ground and this damage can only be chargeable to improper placing of the line in a hazardous area.

Right of Station 737+00 - broken valve stand: This stand was located in the curb area and was broken by the contractor's men in trying to force it out from under the curb forms. This is the contractor's carelessness and he should pay for this damage.

Right of Station 737-740 - 4-inch water main: This main was broken several times. The main was buried very shallow and was even exposed in certain locations. It was broken by the contractor's equipment passing over the ground in clearing operations and later by settlement of the fill in the same manner as at Station 735+50 noted above. Had this pipe been properly buried to the depth specified in the permit and properly bedded on firm foundation, no damage would have occurred. The contractor is not responsible for this damage but instead the responsibility should lie with the Brookings Water Company.

East of the intersection of Pioneer Road and Pacific Avenue - broken valve and water main: This line and valve were relocated by the Brookings Water Company, but in flushing their line they released a great amount of water which softened the subgrade. In attempting to complete the construction in this area, the contractor's equipment sank into the ground and damaged the line. The underlying cause of this damage, of course, lies with the Brookings Water Company. It is debateable whether the construction could have been completed without damage, but it is our belief that this matter should be resolved in favor of the Brookings Water Company.

3. In view of the above, it appears that the solution of this matter lies between the prime contractor's insurer, Glens Falls Insurance Company and the Brookings Water Company. As noted herein before, factual data refute the Brookings Water Company's claim that all pipes were buried at least 30 inches below the surface and grading to the elevations required of the contractor would not have damaged the lines had they been so located.

4. Some of the instances ennumerated clearly indicate carelessness on the part of the contractor and for which is insurer whould be held liable.

5. A copy of this letter is being forwarded both to the contractor and his insurance company, with the request that they contact you immediately in regard to adjustment of the claims.

6. The contractor's bond and insurance will not be released until this matter has been fairly adjudicated.

7. If you have more detailed information as to the pinpointing of the costs of repair during the months of July and August, we would appreciate receiving them.

Very truly yours,

cc to: Glens Falls Insurance Company
Warren Northwest Co., Inc.
Q. L. Rufener
Goldie Gentle
Tom Edwards
F. D. Morgan
George Barnhart

FORM E-20X—60M—11-55—90225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 15, 1957

SUBJECT: North Brookings Section
Oregon Coast Highway
Contract No. 4703

To: Tom Edwards
Construction Engineer

Attention L. H. Young

With further reference to your assignment No. 157 in regard to claim of the Brookings Water District against Warren Northwest, Inc., contractors on the North Brookings Project I enclose 2 copies of a record report from Barnhart on the subject.

From the way it is written, I believe the data is complete and I have no further comments.

We are unable to make any comparison with the bill as we do not have it and were unable to get it from Mr. Bankus' office. Barnhart has, however, been shown and commented on breakages shown to him by Mr. Bankus' foreman and he has commented on all known breakages.

L R Chandler
L. R. Chandler
Ass't Division Engineer

sc
Enc.

CONSTRUCTION DIVISION
RECEIVED
JAN 16 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

FORM 230—80M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Gold Beach, Oregon
January 1[illegible], 1957

SUBJECT: North Brookings Section
Oregon Coast Highway
Contract No. 4703

To:
F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Herein report on the claim by the Brookings Water District against Warren Northwest, Inc., the contractor on subject project.

The grade of the water main, located about 38' out onthe South and West side of the highway center line was 2.5 feet or more below highway grade. But between stations 732+ 00 and 736 + 00 though the pipe was more than 2.5 feet below grade it was less than 1 foot below the surface of the ground, which was swampy. Between stations 738 + 00 and 740 + 00 the pipe line was located accross a fill and exposed in several places. All of the service lines from from the West side to the East side of the highway were not at the required depth after crossing under the pavement. The Brookings Water District has a tendency to raise the grade before reaching the ditch line, especially in places where there was a small cut on the East side of the highway.

I have talked with some of the men who worked for the contractor and members of my crew about the different breaks of the water line, from thier information and my own observations I do not believe that the contractor is responsiabl for the majority of the damage. Altho there are a few cases that indicate carelessness on the part of the contractors personnel.

Following is a list of breaks shown me by Mr. Backus' foreman with my opinion as to wheather or not the contractor was responsiable, ifso, to what extent.

1- Left of station 715+50 -- a 3/4" copper service line, to Menning Buick. Broken twice. First time while excuvating for a catch basin, the second time excuvating for connecting drain.

[Carlessness on partof contractors men cause of second break. Contractor should be charged for break.]

rth Brookings
Contract No. 4703

2- Left of station 717+00— Broken valve stand. The valve stand was put in place ahead of surfacing and was covered up with gravel and broken by the blade.

Was visible

[Lack of care of contractors men. Conctractor should be charged for second break.]

3- Left of station 731+ 00 — 2" copper water line and meter

Knew where it was 2' below

The 2" copper was 0.5 feet above sub grade or less than 1.5 feet below the center line of the old pavement. [The contractor is not responsiable for this damage, due to improper location.]

Water

The meter was located about 34 feet from the center line, though improperly located it was exposed and flaged. Taken out by carry- 11 operator. [Contractor should be charged for this damage.]

Excav! no inspection 12" excav

4- Left of station 732+50 — 4" transit water line, the top of pipe was 0.2 feet above grade, broken during excuvation. [Contractor not responsiable for this damage.]

Fill settlement

5- Right of station 735+50 — 4" transit water main. This pipe was located about 6.0 feet below grade, but only 1.0 foot below the surface and in marshy ground. This pipe was not broken until fill was nearly to grade and was caused by heavy equiptment hauling over area for compaction.

[Contractor not responsiable for damage.]

Contractor

6- Right of station 737+00 — Broken valve stand. This valve stand was located partly under the curb and was broken by contractors men trying to force stand out from under curb forms.

[Contractor should be charged for this damage.]

Broken by traveling over due to insufficient cover

7- Right of stations 737+00 to 740+00 — 4" water main broken several times. This line was located along the side of a fill and was buried very shallow also exposed in several places.

Broken during clearing and after fill was nearly to grade. [Contractor not responsiable for this damage.]

8- East of intersection of Pioneer Road and Pacific Ave.
Broken valve and water line.
This break happened during excuvating of area, the Brookings Water District had worked in this area moving a fire plug, and had released a large amount of water, making the ground very soft and mucky. The pipes were located about 2.0 feet below the origanal groung. Though the contractor use as much care as posiable while working this area the heavy equiptment damaged the valve and pipe.

Charge to Contractor

[Contractor should not be hold responsiable for damage.]

G A Barnhart
G. A. Barnhart
Resident Engineer

FORM E-130 20M REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 10, 1956

PLEASE RETURN TO
FORREST COOPER

Glens Falls Insurance Co.
Portland Claim Department
225 S. W. 4th Avenue
Portland, Oregon

REFERRED TO
Cooper
By State Highway Engineer
for appropriate action

Attention: Mr. E. Stuart Gryziec

Dear Mr. Gryziec:

I received in today's mail your letter of December 7, 1956, concerning a claim of the Brookings Water District against Warren Northwest, Inc., contractors for improvement of the Oregon Coast Highway at Brookings. You mentioned that the State Highway Engineer and Road Inspector may have information on the subject which will aid in the determination of the final action to be taken by the surety.

I am referring your letter to the State Highway Engineer, Mr. W. C. Williams, who I am sure will be glad to look into it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:esm

cc: Mr. W. C. Williams ✓

RECEIVED
DEC 11 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: December 11, 1956 No. 196 By ge

Description: Copy of letter of 12-7 from Portland Claim Dept. to Hwy. Comm. forwarding letter of 11-30-56 by Portland Claim Dept. to Brookings Water District. Copy of HBG letter of 12-10 to Glens Falls Ins. Co. attchd. Concern claim of Brookings Water Dist. against Warren NW.

Acknowledged by_____ Referred to Edwards ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XXX Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 1-17-57 Report Received________

Organized 1849
Glens Falls
RANCE COMPANY
lens Falls, N.Y.

JAMES S. HURRY, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

PORTLAND 4, OREGON

December 7, 1956

. 73-MP-32803K
Warren Northwest Inc.
: Brookings Water District
Sept. & Oct. 1956
.: Highway #101

etter dated November 30, 1956 which
nsured. Same is self-explanatory
ched by Brookings Water Company.

We understand the state highway engineer and road inspector may have further information which will corroborate our insureds report and we will appreciate hearing from these people.

If the Brookings Water District has a legitimate claim, information received from the state inspectors and highway engineer will aid us to determine our final action. Kindly inform.

Very truly yours,

PORTLAND CLAIM DEPARTMENT

E. Stuart Gryziec

E. STUART GRYZIEC
ADJUSTER

ESG:bl
CC: Warren Northwest Inc.

RECEIVED
DEC 10 1956
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

PORTLAND SERVICE OFFICE
E. L. METCALF
CLAIM MANAGER
228 S. W. 4TH AVENUE
TELEPHONE CAPITOL 8-7344

"Old and Tried" Organized 1849
Glens Falls
INSURANCE COMPANY
Glens Falls, N.Y.

JAMES S. HURRY, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

PORTLAND 4, OREGON

December 7, 1956

Oregon State Highway Commission
State Highway Department
Salem, Oregon

RE: Claim No. 73-MP-32803K
Insured: Warren Northwest Inc.
Claimant: Brookings Water District
D/Loss: Sept. & Oct. 1956
Location: Highway #101

Gentlemen:

We are forwarding a copy of a letter dated November 30, 1956 which we recently received from our insured. Same is self-explanatory and attached to the bill dispatched by Brookings Water Company.

We understand the state highway engineer and road inspector may have further information which will corroborate our insureds report and we will appreciate hearing from these people.

If the Brookings Water District has a legitimate claim, information received from the state inspectors and highway engineer will aid us to determine our final action. Kindly inform.

Very truly yours,

PORTLAND CLAIM DEPARTMENT

E. Stuart Gryziec

E. STUART GRYZIEC
ADJUSTER

ESG:bl
CC: Warren Northwest Inc.

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
DEC 10 1956
OREGON
STATE HIGHWAY COMMISSION

December 7, 1956

Brookings Water District
Brookings, Oregon

RE: Claim No. 73-MP-32803K
Insured: Warren Northwest Inc.
Claimant: Brookings Water District
D/Loss: Sept. - Oct. 1956
Location: Highway #101

Gentlemen:

We have a copy of your bill to our insured in regards to water service damage allegedly caused by Warren Northwest's grading operation in your area during the captioned period.

We also are in receipt of a letter from our insured dated November 30, 1956 which copy has been sent to your firm. This letter is self-explanatory and in view of its contents we fail to associate any liability and must respectfully deny your claim, unless you have direct and factual proof to the contrary.

Very truly yours,

PORTLAND CLAIM DEPARTMENT

E. STUART GRYZIEC
ADJUSTER

ESG:bl
CC: Warren Northwest Inc.
CC: Oregon State Highway Commission
State Highway Dept.
Salem, Oregon

CAKE, JAUREGUY, HARDY & BUTTLER
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. MCEWEN
WILLIAM E. LOVE
JONATHAN U. NEWMAN
RALPH H. CAKE, JR.

Cooper

January 4, 1957

State Highway Department,
State of Oregon,
Salem, Oregon.

Attention: Mr. W. C. Williams,
State Highway Engineer

Gentlemen:

In accordance with the request contained in your letter of January 3, 1957, we enclose herewith copies of itemized statements prepared by Mr. Elmer Bankus of the Brookings Water Company setting forth the particular items of damage done to portions of the water system during construction work on the State Highway.

We are advised by Mr. Bankus that all pipe for which a claim is made was over 30 inches beneath the surface of the highway, with the exception of that in front of the Bonn Motel where it was four or five feet beneath the surface before work was started, but was only about one foot under the subgrade after the highway grade was lowered. We are further advised that the contractor was expressly advised as to the location of all pipes and valves. In addition to orally advising the contractor of the location thereof, after gravel was spread, the location of the pipes and valves was marked by Brookings Water Company. Apparently these markers were ignored when the contractor ran graders over the newly spread gravel.

If there is any further information you would like in connection with this claim, please let us know and we will attempt to get it for you. We appreciate very much your cooperation in this matter.

Very truly yours,

CAKE, JAUREGUY, HARDY & BUTTLER

John H. Buttler

RECEIVED
JAN 7 1957
STATE HIGHWAY COMMISSION

JHB/lp
Encls.

Copy to Highway Department

STATEMENT

Brookings, Oregon, November 20 1956

PANY

Q. L. Rufener Inc.
(and/or State Highway Department)
4729 S. E. Ash St. Portland, Ore.

BROOKINGS WATER COMPANY

Room 1 Central Building

		Repairs to damaged water mains	
		July & Aug. Balance previously billed	966 46
Sept	6	13'-4" cast iron @ 1.50	19 50
		2-4" Transite cplg.@ 2.75	5 50
		4-4" rubbers	
		Ditcher 2 hr @ 13.50	27 00
		Labor-Linkhart 7 hr @ 2.77½	19 43
		Olander 7 hr @ 3.00	21 00
Sept.	7	Shovel - 3 hr @ 15.00	45 00
		Labor -Linkhart 4½ @ 2.77½	11 24
		Olander 4½ @ 3.00	13 50
Sept	8	Labor - Olander 3 hr @ 3.00	9 00
	11	Labor- Poutre 5 hr @ 2.77½	13 87
		Olander 5 hr @ 3.00	15 00
		10'-3/4" copper @ .60	6 00
		2-3/4" ells @ .60	1 20
		2-3/4" nipples @ .40	80
		2-3/4" adaptors @ 1.20	2 40
	25	13'-4" Transite pipe @ 1.20	15 60
		2-4" " cplg.	
		4-4" rubbers	
		Labor-Poutre 6 hr @2.77½	16 65
		Linkhart 6 hr @ 2.77½	16 65
		Olander 6 hr @ 3.00	18 00
		Zachary 6 hr @ 2.77½	16 65
		4 yd sand	8 00
			1268.45

2.77
3.00

13.87
15.00
22.40
9.00
27.00

13.88
13.88
15.00
15.60

sy St.

5.55
6.00
11.00

3 hr 9.00

6.00
5.50

9.58
10.50

Olander 3½ @ 3.00

$214.53

Copy to State Highway Department

Copy to State Highway Department

STATEMENT

Brookings, Oregon, Dec. 1 1956

Goldie Centle
5241 N. E. 89th Ave.,
Portland 20, Oregon

BROOKINGS WATER COMPANY

Room 1 **Central Building**

1956			
Oct.	6	Repair servie line at Menning Buick	
		10' 3/4" copper @ .60	6.00
		Labor - Olander 2 hr @ 3.00	6.00
		2 - copper to cop. cplg. @ 1.10	2.20
Oct.	9	Repair service line at Menning Buick	
		10' 3/4" copper @ .60	6.00
		2 - 3/4" Dayton brass cplg. @ 1.50	3.00
		Labor - Poutre 2 hr @ 2.77½	5.55
		Olander 2 hr @ 3.00	6.00
Oct.	18	Repair meter next to V.F.W. Hall	
		Meter top	5.00
		Labor - Olander 1 hr.	3.00
			$42.75

PANY

	2.77
	3.00
	13.87
	15.00
	22.40
	9.00
	27.00
	13.88
	13.88
	15.00
	15.60
sy St.	
	5.55
	6.00
	11.00
3 hr	9.00
	6.00
	5.50
	9.58
Olander 3½ @ 3.00	10.50
	$214.53

Copy to State Highway Department

BROOKINGS *Water* COMPANY
Brookings, Oregon

Warren Northwest
Box 5072
Portland 13, Oregon

Repairs to damaged water mains -

Sept. 4, 1956	Uncovering meter at Ocean View Cafe	2.77
	Labor - Linkhart 1 hr	3.00
	Olander 1 hr	
Sept. 20	Highway 101 main-	13.87
	Labor - Poutre 5 hr @ 2.77½	15.00
	Olander 5 hr @ 3.00	22.40
	16' 2" copper pipe @ 1.40	9.00
	2 2" Dayton cplg. @ 4.50	27.00
	Ditch digger 2 hr @ 13.50	
Sept. 27	Highway 101 main -	13.88
	Labor - Poutre 5 hr @ 2.77½	13.88
	Linkhart 5 hr @ 2.77½	15.00
	Olander 5 hr @ 3.00	15.60
	13' 4" Transite pipe @ 1.20	
	3-4" cplg.	
	6-4" rubbers	
Oct. 4	Replacing valve stands Hgwy.101 & Easy St.	5.55
	Labor - Poutre 2 hr @ 2.77½	6.00
	Olander 2 hr @ 3.00	11.00
	2 cast iron valve stands @ 5.50	
Oct. 6	Digging out valves - Labor (Olander) 3 hr	9.00
Oct. 8	Rep. valve at Mill Beach Road	6.00
	Labor - Olander 2 hr @ 3.00	5.50
	1 Cast iron valve stand	
Oct. 17	Repair Pioneer Road line	9.5[illegible]
	Labor - Linkhart 3½ hr @ 2.77½	10.50
	Olander 3½ @ 3.00	
		$214.53

Copy to State Highway Department

RECEIVED
JAN 3 - 1957
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January 3, 1957

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Attention Mr. John H. Buttler

Gentlemen:

In reply to your letter of December 28 regarding the Brookings Water Company (Elmer Bankus) claim, it would be appreciated if you or your client would furnish us sufficient information to allow us to investigate the claim. Mr. Bankus was in the Salem office about a month ago and stated that he had sustained a few hundred dollars' damage; however, he had no details, nor did he present a statement of damages to the Department so that a proper investigation could be made to determine liability of either the State or its contractors. It is my opinion that the best way to handle this matter is to present supporting data to us and allow us a reasonable time in which to make a determination.

Please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FC:me fn

REFERRED TO
Cooper

Please confer with Legal Dept on Original reply.

UY & HARDY
S AT LAW
LE BUILDING
, OREGON
2-1323

December 28, 1956

W. C. Will

Oregon State Highway Commission,
State Highway Department,
Salem, Oregon.

Gentlemen:

This office represents Mr. Elmer Bankus, owner of the Brookings Water Company, Brookings, Oregon. Our client advises us that during the course of your construction work on Highway No. 101 in Brookings your contractor, Warren Northwest, Inc., and its subcontractors, caused considerable damage to the water lines, valves, meters, etc., lying near and under the highway.

We are advised that the total damage came to $1,585.70. We should appreciate your taking whatever steps may be necessary to compensate our client for the damage done him. If we hear nothing from you or the contractor or its insurer within two weeks from the date of this letter, we will assume that you intend to do nothing to compensate Mr. Bankus, and, accordingly, we will take whatever steps we deem necessary in the circumstances.

Thanking you for your cooperation in this matter, we are

Very truly yours,

CAKE, JAUREGUY & HARDY

By John H. Buttler
John H. Buttler

JHB/lp

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DEC 31 1956
OREGON
STATE HIGHWAY COMMISSION

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. McEWEN
WILLIAM E. LOVE
JONATHAN U. NEWMAN

December 28, 1956

W. C. Wil

Oregon State Highway Commission,
State Highway Department,
Salem, Oregon.

Gentlemen:

This office represents Mr. Elmer ankus, owner of the Brookings Water Company, Brookings, Oregon. Our client advises us that during the course of your construction work on Highway No. 101 in Brookings your contractor, Warren Northwest, Inc., and its subcontractors, caused considerable damage to the water lines, valves, meters, etc., lying near and under the highway.

We are advised that the total damage came to $1,525.73. We should appreciate your taking whatever steps may be necessary to compensate our client for the damage done him. If we hear nothing from you or the contractor or its insurer within two weeks from the date of this letter, we will assume that you intend to do nothing to compensate Mr. ankus, and, accordingly, we will take whatever steps we deem necessary in the circumstances.

Thanking you for your cooperation in this matter, we are

Very truly yours,

CAKE, JAUREGUY & HARDY

By John H. Buttler

John H. Buttler

JHB/lp

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[illegible]

4703

February 19, 1957

Mr. Marshall N. Dana
c/o The United States National Bank
Portland, Oregon

Dear Mr. Dana:

As a follow-up on the drainage matter in the vicinity of your retreat at Brookings, I issued instructions for an investigation to determine what could and should be done in the nature of corrective measures.

The field report indicates that the drainage can be corrected by the installation of a culvert on the westerly side of the highway paralleling your frontage. Also, in order to control erosion, a 50-foot section of pipe should be installed as an outfall to lead the water from the highway to the natural drainage which flows through a gulch northerly from your home. I have issued instructions that this work be done as soon as materials can be purchased, and I am sure that this will alleviate this aggravating condition and properly protect your property.

Once again I wish to thank you for your fairness and courtesy in this matter. The installation which I refer to above, together with the restoration work which was recently completed, should, I am sure, conclude this unfortunate incident.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:me fn

W. C. [illegible]

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1957

SUBJECT: North Brookings Section
Oregon Coast Highway
Contract No. 4703
Damage Repair, Dana Property

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am forwarding herewith a State Force Order which provides for the correction of the damage that was done to the Dana Property near Station 703 by reason of a plugged highway culvert.

Repair of the damage to the property has been made. The cost of such repair was approximately $5,000. In addition to this, the state force order contemplates the revision of the drainage system on this property in accordance with the sketch map attached. This carries the water across the Dana property in a 30-inch corrugated metal pipe to a point where it is no longer objectionable. The cost of the installation shown in blue on the sketch map is estimated to be $920. Repair to the Dana property was of an emergency nature and work proceeded in the absence of a work order as per your instructions.

In view of the above, it is recommended that this state force order be approved as submitted.

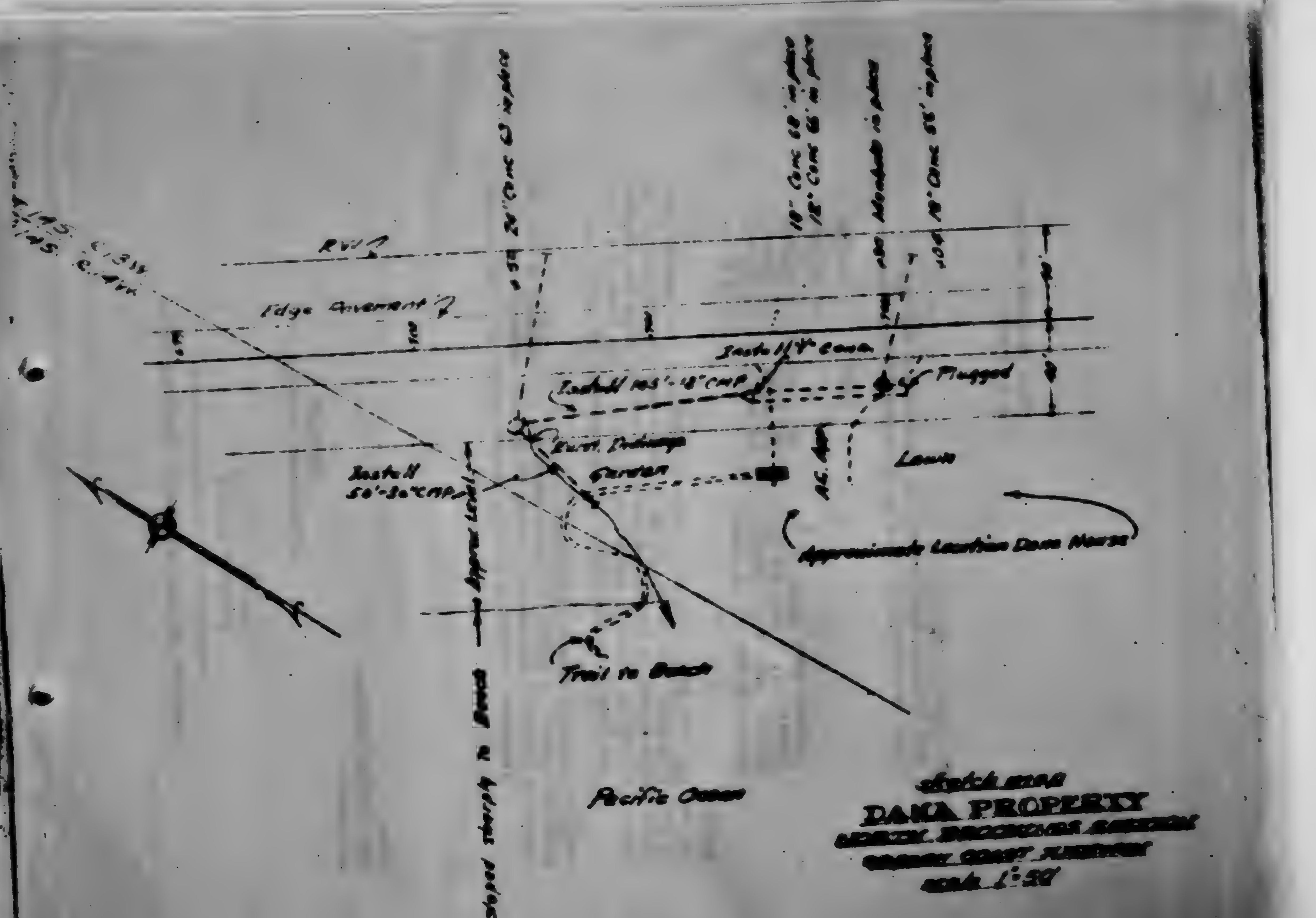
Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.



Sketch map
DANA PROPERTY
[illegible]
[illegible]
scale 1":50'

FORM E-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 11, 1957

SUBJECT: Dana Property
Brookings

To: Tom Edwards
Construction Engineer
Salem

Reference is made to a recent communication from your office asking us to reduce the cost of revamping the Dana drainage system at North Brookings. I enclose a sketch showing a new proposal by you last week on your trip through Brookings.

The plan is to fabricate a "Y" junction at the outlet end of Dana's 18" and 12" approach pipes, lay 105 feet of 18" pipe in a ditch on our right-of-way to the end of the 24" crosspipe under the highway at Station 700+50, and to lay 50' of 30" pipe from the junction of the 18" and 24" pipe down to natural draw. An itemized list showing costs follows:

Fabricate and lay "Y" conn.		$ 25.00
Install 105' - 18" C.M.P.	at $4.00	420.00
Install 50' - 30" C.M.P.	at 7.50	375.00
Drainage exc. 20 C. Y.	at 5.00	100.00
	TOTAL	$920.00

This cost should be added to the other costs incurred here when the Dana approach pipe plugged and damaged his property. Order for State Force Work is enclosed.

F. B. Klaboe
Ass't Division Engineer

FBK/ce
encl.

Salem, Oregon
January 14, 1957

Mr. Tom Edwards
Construction Engineer

Will you please give me a firm estimate for placing the extension to the drainage pipe across the north end of the Dana property at Brookings.

Forrest Cooper
Deputy State Highway Engineer

FC:mm

cc Mr. W. C. Williams

January 8, 1957

Memo to Mr. Williams

From Marshall N. Dana

May I suggest that the roadside drainage at and near our Brookings property might be given some engineering study and action, not only for the protection of the abutting property, but of the improved highway.

The men who did the restoration after the washout at our place widened the driveway approach to the cottage and installed a manhole where the tile under the highway connects with the culvert under the driveway.

With great good sense they blocked the drainage which hitherto has gone across the garden and over the cliff, and extended the drainage to the far side of the property by throwing up an earth embankment.

I am not an engineer, but it appeared to me that this embankment would not withstand any heavy flow of water unless the tile was extended. Since erosion has already cut a deep gash on the far north side of the place and is extending up toward the highway embankment, it would be excellent protection to extend the tile down to where it discharges over the cliff, and then to reinforce the earth with rock of some weight, some of which is nearby including the big rock that blocked the outlet of the culvert under the driveway that caused the washout.

An even more effective procedure might be to follow the natural fall on the east side of the highway northward with a ditch which could be constructed without tile and which would carry the water without damage off into the outfall of a small creek.

Such a bit of work would also improve appearances.

However I gladly leave all of this to your own judgment.

MND -

January 8, 1957

Dear Dutch:

Our home at Brookings is again secure.

The men of the State Highway Department have accomplished a restoration that allows no less descriptive term than "wonderful".

From Forrest Cooper, Deputy State Highway Engineer, came a letter prior to our departure for Brookings on Friday, January 4, describing the work that had been done. It was couched in terms so considerate and friendly as to lift it above any technical description.

The over-all effect, however, remained for us to see and feel when we arrived.

The highway crew, a bridge crew, and the engineer from Roseburg had done the work with effectiveness and skill which well exemplified the resources and capacity of the State Highway Department. But they had also gone farther. The report was that you, as State Highway Engineer, had directed restoration "better than before the washout". They had done the work as though it might have been the home of any one of them, similarly threatened.

It gives me particular pleasure, Dutch, to make to you such a good and yet literally factual report. I sense in all of this a man in the position of Oregon State Highway Engineer who has not only a sense of duty, but of justice and fairness.

I shall be everlastingly grateful to you and your aides. Is there some way by which I, or you, might pass this appreciation on to those who accomplished this splendid restoration.

For a time after the accident, Mrs. Dana and I just didn't have the heart to revisit the Brookings cottage. We had intended spending our 47th Wedding Anniversary there, but changed our plan.

Now we can continue our journeys to this south Oregon Coast refuge with the same keen anticipation as in the past. We have an ambition, which is that upon a convenient occasion we may entertain you and Mrs. Williams at a dinner in the Brookings cottage, and with the magnificent view that we have from our oceanward windows.

Again thank you, and always my warmest thanks.

Sincerely,

Marshall N. Dana

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

P.S. Glen Wharton of the landscaping department visited us at the Brookings cottage Saturday morning, and we had a very agreeable time together. He brought some ivy plants, which I took to the lower side of the washout, and set where I thought they would hold the loose bank. This visit was just another example of fine Highway Department service.

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 30, 1957

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from October 15 to and including November 30, 1956 within which to complete your contract No. 4703, covering grading and paving on the North Brookings Section of the Oregon Coast Highway in Curry County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

George A. Barnhart,
Resident Engineer

Tom Edwards,
Construction Engineer

A

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JAN 15 1957
FOR FILING
F-119(11)
4703

January 14, 1957

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. in connection with contract No. 4703, covering the North Brookings Section of the Oregon Coast Highway in Curry County. This payment, in the amount of $30,267.73, will be released to the contractor on or after January 24, 1957. The retained percentage is $6,171.16.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

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JAN 10 1957
FOR FILING

F-11(4)

4703

January 10, 1957

Oregon State Highway Commission

Request for an extension of time
No. 11
January 22 and 23 meeting

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the North Brookings Section, Contract No. 4703, from October 15, 1956, to and including, November 30, 1956.

Immediately after this contract was awarded, the City of Brookings awarded a contract for installing sewers within the work area of this contract. Failure of the City's contractor to complete his work materially delayed our contractor on this section. The overrun in time was not his fault, and I am, therefore, recommending that the extension be granted without penalty. This contract does not carry the liquidated damage clause.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

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JAN 4 - 1957
FOR FILING

F-112(9)

4703

Salem, Oregon
January 3, 1957

Contract No. 4703
Segregation of Quantities

C.A. Barnhart
Resident Hwy. Engineer
P. O. Box 551
Gold Beach, Oregon

Your Semi-Final Estimate on Contract No. 4703, North Brookings Section in Curry County, does not show segregation of quantities, which is necessary on Federal Aid Projects.

There are three divisions in the section: (1) two lane road, (2) four lane road, and (3) Harris Beach State Parking Area. The Harris Beach Parking Area portion is State work, without Federal participation.

Your attention is called to paragraph (h), Section 17, Article 4, Manual of Instructions for Construction Department Employees, which states, "In submitting estimates covering Federal Aid Projects, a segregation of quantities between the State project and Federal Aid project or projects should be made in accordance with the summary shown on the plans under the heading 'Segregation of Quantities'."

We are returning one copy of your Field Estimate and all field data so the Semi-Final can be re-submitted with the very necessary segregation of quantities. New copies of the Project Cost Report will not be necessary. Payment to contractor will be made on the Semi-final Estimate.

On future Federal Aid Projects please carry the segregation of quantities on all estimates, progress as well as Semi-Final.

D. B. Parise
Contract Payments Supervisor

DBP:cr
cc: F. D. Morgan
cc: Tom Edwards

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JAN 7 - 1957
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THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

F-119(4)

4703

January 2, 1957

Cu

Dear Mr. Cooper:

Your letter of December 27 brought me sincere pleasure. I do feel that I received outstanding consideration from Dutch Williams, and your description of what has been done to restore the cottage at Brookings goes far to confirm that feeling.

Certainly, if I have been fair--and I have tried to be--the rule of fairness has obtained in a marked degree in the treatment I have received from the Highway Department.

It is my hope to be in Brookings before many days have passed, and I shall then report more fully.

With Mark Astrup I have had a telephone conversation concerning the "finishing touches". Mr. Astrup, or someone representing him, is to be on hand when I am in Brookings.

May I reciprocate your good wishes cordially.
Happy New Year!

Sincerely,

Marshall N Dana

Mr. Forrest Cooper
Deputy State Highway Engineer
Salem, Oregon

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JAN 8 1957
OREGON
STATE HIGHWAY COMMISSION

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FORREST COOPER

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FOR FILING

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R

December 27, 1956

Mr. Marshall N. Dana
c/o The United States National Bank
Portland, Oregon

2592

Dear Mr. Dana:

This is written in reply to your letter of December 18 and to your personal calls in connection with the damage to your property at Brookings.

I would like to preface my remarks by commenting upon the extreme courtesy and understanding that you have shown during this entire unfortunate occurrence. I can well understand the concern that I would feel in like circumstances to those in which you now find yourself, and I want you to know that it is certainly refreshing to find a citizen who will take such a reasonable and fair attitude under the conditions.

As to the damage itself, it was unquestionably caused by a flooded culvert on the highway, so there is no question of liability. As soon as Mr. Williams was apprised of the situation he issued orders for immediate and complete repairs and restoration. A bridge crew and a highway maintenance crew were promptly moved to the job, and they worked constantly, including Sunday and the day before Christmas, to assure completion of repairs in so far as they can be made at this time. Mr. Williams further ordered that all repairs were to be made in the most workmanlike manner possible and that all steps should be taken to assure complete restoration of the property to its former condition. The field report indicates that the following things have been completed:

(1) Exposed wall has been supported by a new foundation and two small retaining walls of concrete bag riprap have been built at proper locations.

(2) All eroded material has been backfilled and exposed areas have been covered with loam topsoil.

As far as I know, about the only remaining work is to plant the repaired areas with ground cover, which will be done in the immediate future. To the best of my knowledge, Mr. Williams' instructions have been carried out fully; however, I understand that it is your intention to spend a few days' vacation at your Brookings' home during the New Year's holiday, and, should you find anything that is not to your liking with respect to the repairs made upon your place, please call it to our attention and I assure you that we will immediately take the necessary steps to see that proper restoration is made.

This is one of those regrettable and unfortunate things that just can't happen but occasionally do. Mr. Williams was quite disturbed by the whole matter and asked me to convey to you his sincere apologies, as he is away from his desk at present and will not return until after the first of the year.

As I am not sure when you are going to Brookings, I am sending a copy of this letter both to your Portland address and to Brookings, c/o Mr. W. L. Crissey, so that you will get it as soon as possible.

I wish you a Happy New Year, and wish to again thank you for your fairness in this matter.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams

FORM 830—80M—11-38—80224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21st, 1956

SUBJECT: Dana House

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

As of noon today, I talked to Chandler at Brookings re repair of damage at the Dana house, condition as follows:

1. Wall has been supported by a new foundation and concrete block wall.

2. Two small retaining walls of concrete bag riprap have been built at strategic locations.

3. Backfilling is progressing. Sand is not available but granular material is being used with the top to be good loam.

4. Crew has elected to work Saturday, Sunday and Monday and it appears that all backfill will be complete Monday P.M.

5. Ivy will be planted to obscure the concrete bag walls. Astrup has some and Crissie has offered to donate some.

6. Plank ramps used for wheeling material will be removed and place should be presentable by Christmas Eve.

Tom Edwards
Construction Engineer

TE:AR

R

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

December 18, 1956

....personal.....

Dear Mr. Williams:

This is with reference to our place at Brookings as it suffered from overflow of water due to a plugged culvert.

From K. J. Kirk, Manager of the Brookings Branch of the U. S. National Bank, who viewed the property, I have a letter which reads: "...to say the least, you very definitely have a problem. Apparently the culvert under your driveway was plugged up by the highway people on the north end and during the heavy rains we have had the past few days the water overflowed on the south end over your lawn, going down in that little recess at the front of your house between the house itself and the garage, and according to Mr. Crissey there was quite a stream of water flowing in that spot. Then on the south edge of your house the water washed out a considerable portion of the dirt near the foundation. While I was there the highway men were trying to decide where the water went that came in next to the breezeway in the front of the house and at the time I left they had not reached a conclusion. On the ocean side of your house, approximately from the south corner to your fireplace, the dirt has washed away from under the foundation and back up under the house for several feet.

"Not having seen the house before this happened, I would say there has been a great amount of dirt washed away from the back, creating quite a ditch. As you stand on the south corner it appears that there is a ditch there approximately twenty feet wide and I would say, at least six feet deep.

"Right at this time the fireplace on the outside is not on a very firm footing, however, there doesn't seem to be any evidence of cracking on the outside."

Mr. Kirk also found that there is a crack running the full height of the basement wall--and on the south side of the hearth a sizeable crack running along the floor and the hearth.

NOTED
FORREST COOPER

He quotes Mr. Baker of the Highway Department as saying: "...that for a half hour's work with a shovel, this would not have happened, meaning that if someone had cleaned out the culvert the water would have gone on through and drained off."

He also says Mr. Klaboe stated that they would shore up the building on the ocean side to make temporary repairs until such time as I decided what I wanted to do. He adds: "I assume from the remarks made by these two fellows that they are willing to make the necessary repairs."

I sincerely trust that the latter is your own attitude. It will be entirely satisfactory to me if the highway department will restore the property to as nearly its original condition as possible. I would think it best to replace the washed-out soil under the foundation with gravel. It has been suggested that this would best be puddled with concrete to make a footing that would not subside.

As to the cracks in the floor and the foundation wall, I would have to leave that to engineering judgment.

What I would prefer is that you just turn the repair over to your capable people under engineering supervision. I am confident the results will be satisfactory.

You will the better understand what this cottage means to us when I tell you that for a number of years it has been a refuge from the strenuous duties which are an incident of my several activities. Mrs. Dana and I had planned to spend at the cottage several days centering about January 1, which will be our 47th Wedding Anniversary.

I am afraid we are just a little too heartsick about the damage, and a bit too apprehensive about the condition of the structure to find any pleasure in this plan now.

Naturally, I would like very much to have you confirm the Highway Department's willingness to repair this damage. I believe the facts which establish responsibility are quite clear. I am writing this with sincere confidence in your own spirit of fairness.

Sincerely,

Marshall N Dana

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

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FORM E-30X—50M—11-55—90228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Dec. 27, 1956

SUBJECT: Dana's Property
North Brookings

To: Tom Edwards
Construction Engineer
Salem, Oregon

I submit herewith five (5) prints showing the repair operations as of Sunday, December 23rd, on the above subject property.

The fillin on the ocean side of the Dana house is approximately 15-feet wide and is probably just as wide or wider than the original ground. You can see from the pictures that this area has been covered with good black topsoil. Downspout at the corner of the house in Photograph No. 1 enters a 6-inch pipe underneath the pumice blocks and is carried through the fill in a northwesterly direction. Photograph No. 2 shows the Dana house from the highway and indicates no damage to his lawn. Photograph Nos. 3 and 4 are additional views of the filled in front yard. Photograph No. 5 is a view taken from about halfway down the slope to the beach and points back toward the Dana house.

F. D. Morgan
Division Engineer

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FORREST COOPER

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DEC 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 56

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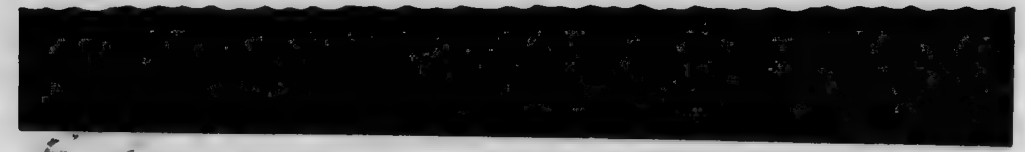
DEC 56

DEC 56



FDM:vw
cc: Tom Edwards

DEC 56

FLM:vw FORREST COOPER
cc: Tom Edwards

STATE HIGHWAY COMMISSION

FIM:vw FORREST COOPER

cc: Tom Edwards

STATE HIGHWAY COMMISSIO

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FORM 230—50M—11-55—80224
Filed
1263

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 16, 1956

SUBJECT: Dana Property
North Brookings

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Salem, Oregon

I submit herewith two sketch maps and seven photographs of the area involved in the drainage problem on the Marshall Dana property in North Brookings, Oregon. Pictures are from a Poloroid Camera and we have some more views to be printed from regular cameras.

Sketch No. 1 shows area in general and shows blocked culvert pipe which caused water to back up and flow over the Dana property.

Sketch No. 2 shows location from which pictures were taken. Photographs show damage caused by storm water which flowed over the Dana property.

This report is made from verbal information as received from Mr. F. B. Klaboe and George Baker. Pictures were taken on Poloroid Camera by Mr. George Barnhart.

Mr. George Baker reported Friday evening that the maintenance crew has placed posts under the S. W. corner of the basement where worst undermining occurred. This crew has also constructed a temporary crib and backfilled as much as possible to protect the fireplace which has not settled as yet. Baker reports that all temporary corrective measures have been taken to protect the house. Ditch has been cleaned out and culvert unplugged.

I recommend that Mr. Dana be contacted and arrangements be made to inspect this damage so that immediate steps may be taken to correct said damage to his satisfaction. Klaboe estimates repairs will cost from $2000 to $3000.

Further report will be made upon receipt of more definite information from George Baker and development of more pictures. Responsibility for plugged culvert as of this report may be placed on State Highway Department due to negligent oversight on part of Resident Engineer.

F. D. Morgan

F. D. Morgan
Division Engineer

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FORREST COOPER

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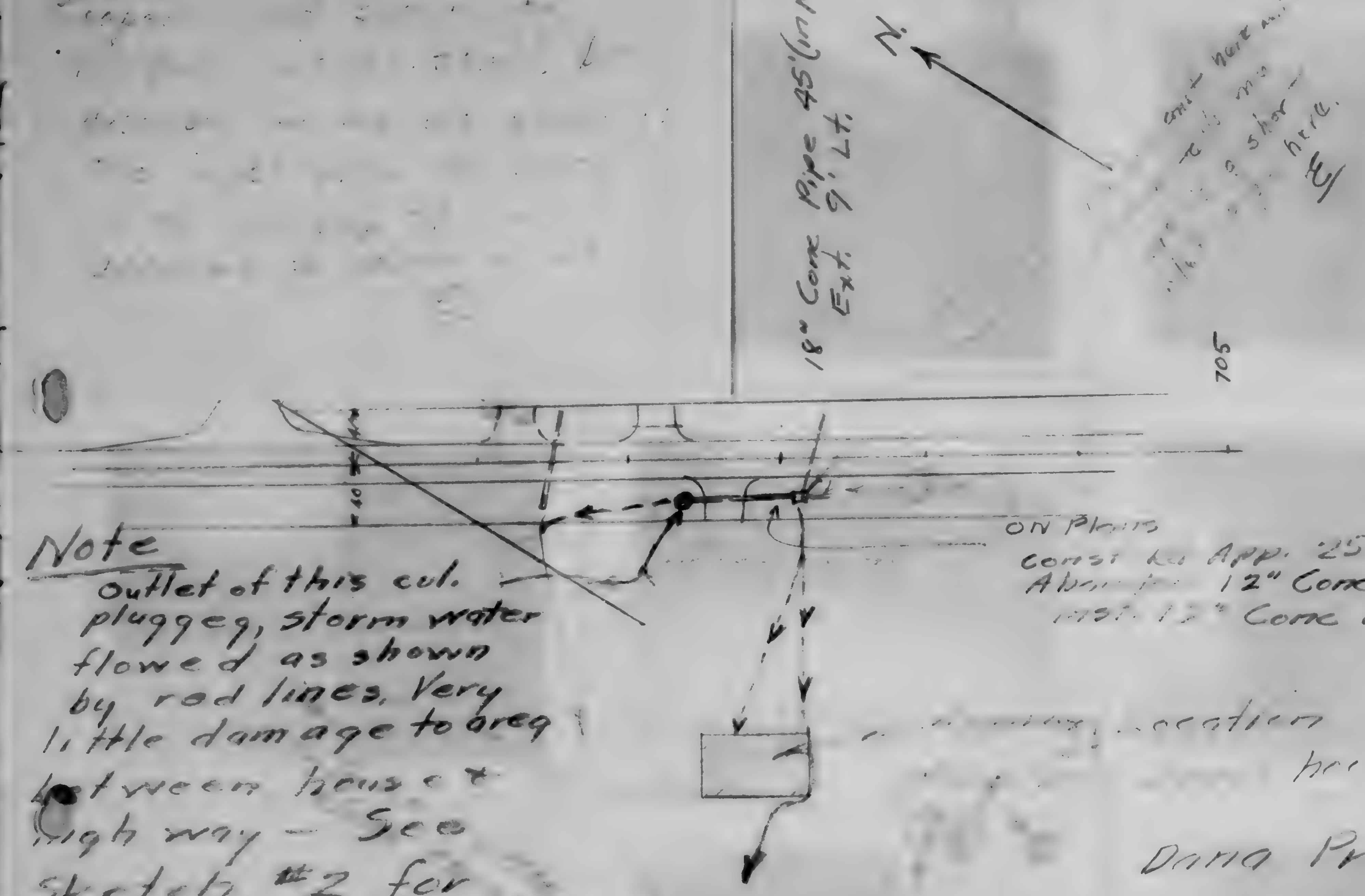
[illegible] 1956
OREGON
STATE HIGHWAY COMMISSION

FDM:vw
cc: Tom Edwards

Sketch #1

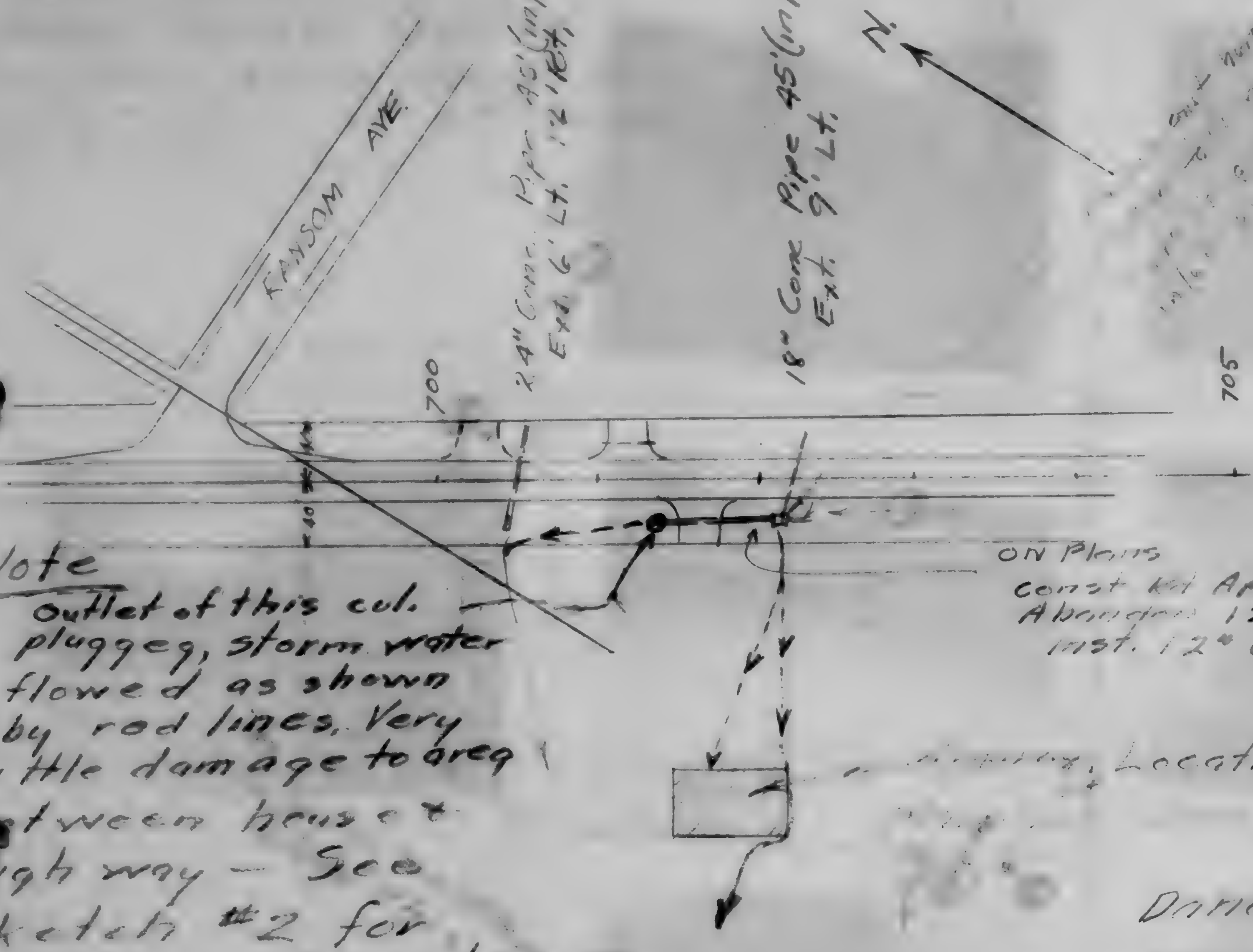


Note
Outlet of this cul.
plugged, storm water
flowed as shown
by red lines. Very
little damage to area
between house &
highway - See
sketch #2 for
position of pictures
showing damage
to house.

Dana Property.

NORTH BROOKINGS SECT.
ORE. COAST HWY.
Dec. 16 1956

Sketch #1


RANSOM AVE.
40
700
705
24" Corr. Pipe 45' (in pl.) Ext. 6' Lt. 12' Rt.
18" Corr. Pipe 45' (in pl.) Ext. 9' Lt.
N.
here.

ON Plans
Const. [illegible] App. 25' wide
Abandon 12" Corr. Pipe - 54'
Inst. 12" Corr. Pipe - 54'

Approx. Location
house.

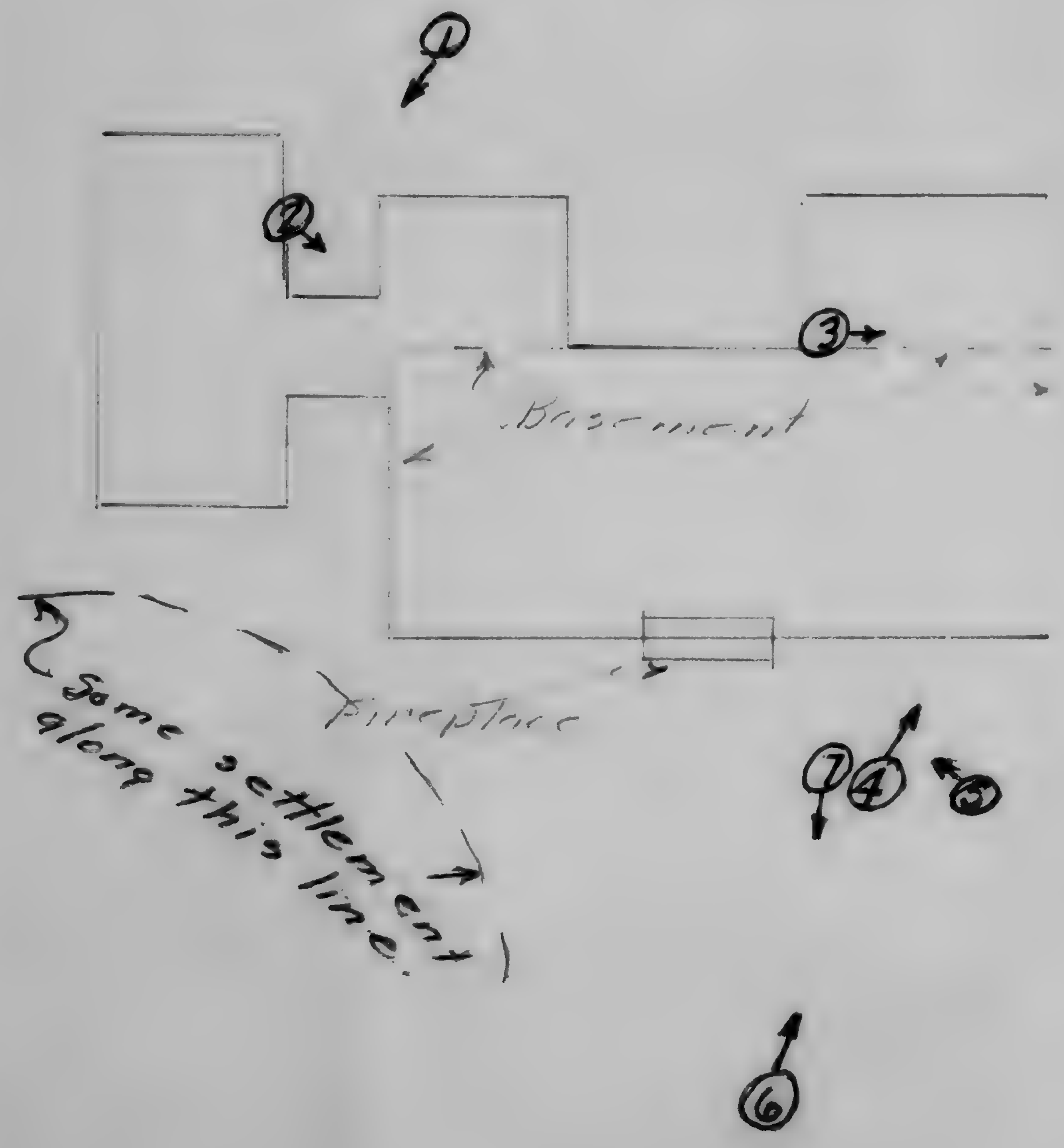
Dana Property.

NORTH BROOKINGS SECT.
ORE. COAST. HWY.
Dec 16 1956

Note
Outlet of this cul. plugged, storm water flowed as shown by red lines. Very little damage to area between house & highway - See Sketch #2 for position of pictures showing damage to house.

Approx. outline of Dana house. Circled numbers show location & direction of attached pictures

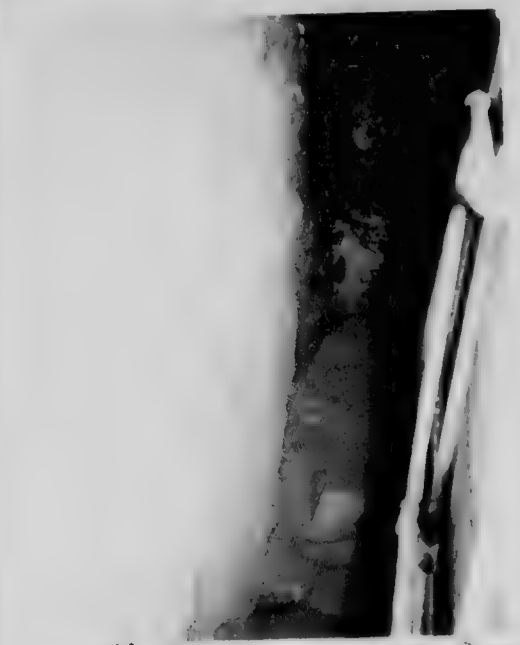
Sketch #2.



Dana Property
North Brookings
Ore Coast Hwy
12-16-52

#1

#2



#3 Looking Down

#4

#5

#6

#7

R

RECEIVED
JUL 19 1956
FOR FILING

F-119(4)

1703

July 11, 1956

Mr. Marshall N. Dana
Assistant to the President
U. S. National Bank
Portland, Oregon

Dear Mr. Dana:

I thank you for the very prompt reply to my letter dated July 6 which concerns surface drainage on US101 in the vicinity of your property at the north edge of Brookings. I am also pleased that you recognize that the protective measures against future damage to your property are primarily the obligation of the property owner.

To extend the tile across the northern side of your property and place some rock riprap at the point showing erosion, at your expense, could possibly be performed by state forces, although our available maintenance forces, which have been supplemented by additional personnel, are far behind schedule in repairing the damage this highway suffered this past winter. In fact, it may be necessary to temporarily transfer some men from the Coquille district to Brookings, in order to make the repairs necessary to the highway through that city as a result of complaints which have been registered by both the City Council and City Attorney, Ed Ackley.

I would like to suggest, therefore, that since the department has contracted the reconstruction of the highway in that vicinity to Warren Northwest, Incorporated, that, upon your next visit to your Brookings cottage, you contact Mr. Ed Bush, Superintendent for Warren Northwest, Incorporated, who maintains an office in Room 104, Chetco Inn. The contractor will gladly perform such service as you agree upon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. M. Stiffler
Assistant State Highway Engineer

WMS:er
cc Mr. E. A. Collier
Mr. Tom Edwards
Mr. Fred Klaboe

12

RECEIVED
JUL 19 1956
FOR FILING

E-119(4)

4703

July 11, 1956

Mr. Marshall N. Dana
Assistant to the President
U. S. National Bank
Portland, Oregon

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er
cc Mr. E. A. Collier
Mr. Tom Edwards
Mr. Fred Klaboe

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

July 7, 1956

Dear Mr. Stiffler:

You have given such extreme attention to the question of drainage at Brookings in connection with Highway 101 and our cottage that in reply to your letter of July 6, I am compelled to express a greater measure of appreciation than of disagreement.

I have no such array of facts to support my contention that drainage as at present directed is damaging our property as you have in holding the Highway Department secure from claim of damage or of remedy--at the Highway Department's expense.

The fact does remain that the drainage as at present directed does constitute a threat which I do not have the facilities to correct. It occurs to me therefore that the better procedure might be a bit of cooperation which is a basis that I sincerely believe will be more agreeable to both of us.

Would the Highway Department extend the tile across the northern side of our place--it is only a few feet--and drop some rock at the point where the water goes over the cliff to prevent further erosion and then charge the cost to me? I will gladly pay. Let me add that I did not change the drainage over the place although I was rather gratified that it had been turned away from the course it had been taking at the border of the driveway into our property. This was incident to the work which was recently done and apparently involved the laying of pipe for water to Harris Park.

I still feel that water collected by the State Highway Department and diverted over our place at Brookings is doing damage from which the property must be protected. I am only afraid that you have out-argued me on who should pay for it.

It will be satisfying to hear from you further.

Sincerely,

Marshall N Dana

W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Department
Salem-

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

July 7, 1956

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It will be satisfying to hear from you further.

Sincerely,

Marshall N Dana

W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Department
Salem-

July 6, 1956

Mr. Marshall R. Dana
Assistant to the President
U. S. National Bank
Portland, Oregon

Dear Mr. Dana:

I have just returned from a personal inspection of highway drainage conditions and as they affect your residential property on the westerly side of highway US101, approximately one mile north of Brookings. Accompanied by Fred Klabee, District Maintenance Superintendent at Coquille, and Tom Edwards, Division Engineer at Roseburg, an inspection was made on Monday, July 2, during which time we discussed local drainage conditions with W. L. Crissey, your neighbor on the south, from whom I believe you purchased your property in December, 1939.

I would again like to refer to the last words in the second paragraph of my letter dated June 20, which you quoted in your June 22 letter, as follows:

". . . no changes whatsoever have been made by state highway forces or highway contractors affecting the drainage in any manner from that existing in 1946, following the extension of the 18-inch pipe under your driveway from the original 30 feet to 60 feet in length and some improvements to the driveway." My personal inspection definitely confirms the above statement.

The second paragraph of your letter, dated June 22, reads in part as follows:

"Prior to the installation of this pipe, drainage from the ditch parallel to the highway and the drainage from lands above and carried underneath the highway were distributed as two or more streams. The work to which you refer concentrated the flow of water so that it converged into one stream at the edge of our property . . ."

I am assuming that the pipe mentioned in the first line of the above quotation is the pipe under the driveway to serve your garage. This pipe, 30 feet in length, was placed in 1940 at your request and at your expense. At your request, this pipe was extended 20 feet in 1945, and again at your request extended an additional 10 feet in 1946, making a total length of 60 feet. The last extension to the culvert under your driveway carried your pipe to within one foot of the outlet end of our 18-inch highway culvert which crosses the highway about 20 feet north of your southerly property line. Drainage from this highway culvert was naturally diverted northerly along the west side of the highway roadbed, converging with the outlet from the 24-inch highway culvert approximately 16 feet south of your northerly property line. The diversion northerly from the 18-inch highway culvert was the natural result of two facts, as follows:

(a) The filling of your property between your cottage and the highway right of way raised the elevation of the ground at the outlet end of our culvert approximately three feet. As explained to me by Mr. Crissey, this filling occurred over the natural original outlet channel of the culvert.

(b) The fact that you requested us to extend the 18-inch culvert under your driveway, from its original length of 30 feet to 60 feet, provided the only available outlet for the water from the highway culvert which has been in place for 30 years.

I would like to refer to the last sentence in the second paragraph of your June 22 letter, which states: ". . . Also the opening of two drain tiles underneath the highway in front of our property speeded the flow of water." The two culverts to which you refer are an 18-inch pipe and a 24-inch pipe placed when the road was built in 1926, and to the best of our knowledge have been open ever since they were originally placed. Both culverts were placed in original natural drainage channels. Therefore, in 1946 or subsequent to that date, these culverts had no effect on speeding the flow of water in front of your property.

Concluding the discussion on diversion of the water from the outlet end of our 18-inch concrete pipe from its original course northwesterly past the edge of your present garage, northerly along the highway right of way, you apparently assumed the obligation resulting from that diversion as you destroyed the natural channel without making any disposition available for the discharge of the waters other than through your driveway culvert. You may recall that a similar condition existed on Mr. Crissey's property, to the south of you, wherein the discharge from a highway culvert crossed Mr. Crissey's property in a northwesterly direction in a natural, original channel. To eliminate the open channel, Mr. Crissey spent approximately $1,000 to convey the water in a closed conduit across his property to discharge over the bluffs into the ocean.

The 24-inch concrete pipe near the northerly end of your property, installed also in 1926, discharges surface waters reaching the highway from higher ground and a well-defined channel on the easterly side of the highway, westerly in a small draw or ravine where there is evidence of some erosion in this outlet channel through your property which has occurred during the past 30 years. We could find no evidence of any recent extensive erosion. Some erosion is occurring in your trail in this draw irrespective of the water course, which erosion has been instigated by holes excavated in the trail by some small animals - rodents or others.

In conclusion, it does not appear to me there is any obligation on the part of the Highway Commission for any repair or protective work in the natural channel outlet from the highway culverts, in view of the fact that no changes whatsoever have been made since 1946, and from the further fact that at that time you were well satisfied with the way drainage was being handled, as evidenced by your letter of April 2, 1946, directed to Mr. Baldock, from which I quote: "I have just returned from Brookings where I was more than pleased to find that the culvert institution and driveway improvement at our cottage on the shore and covered in our recent correspondence had been attended to masterfully well . . . ."

Again, in your letter to Mr. Baldock of June 5, 1946 you stated: "I deeply appreciate the work done to our driveway connection with the Coast Highway at Brookings and have written a personal note to Carl Thomas of your organization in appreciation thereof. Copy is enclosed."

Your letter to Carl Thomas of Brookings, also dated June 5, further indicates your complete satisfaction, as you state: "The work done by yourself and associates in the improvement of our driveway connection with highway 101, one mile north of Brookings, is one of the finest jobs of its kind I have ever seen. It is a great credit to you and I am deeply appreciative."

Very truly yours,

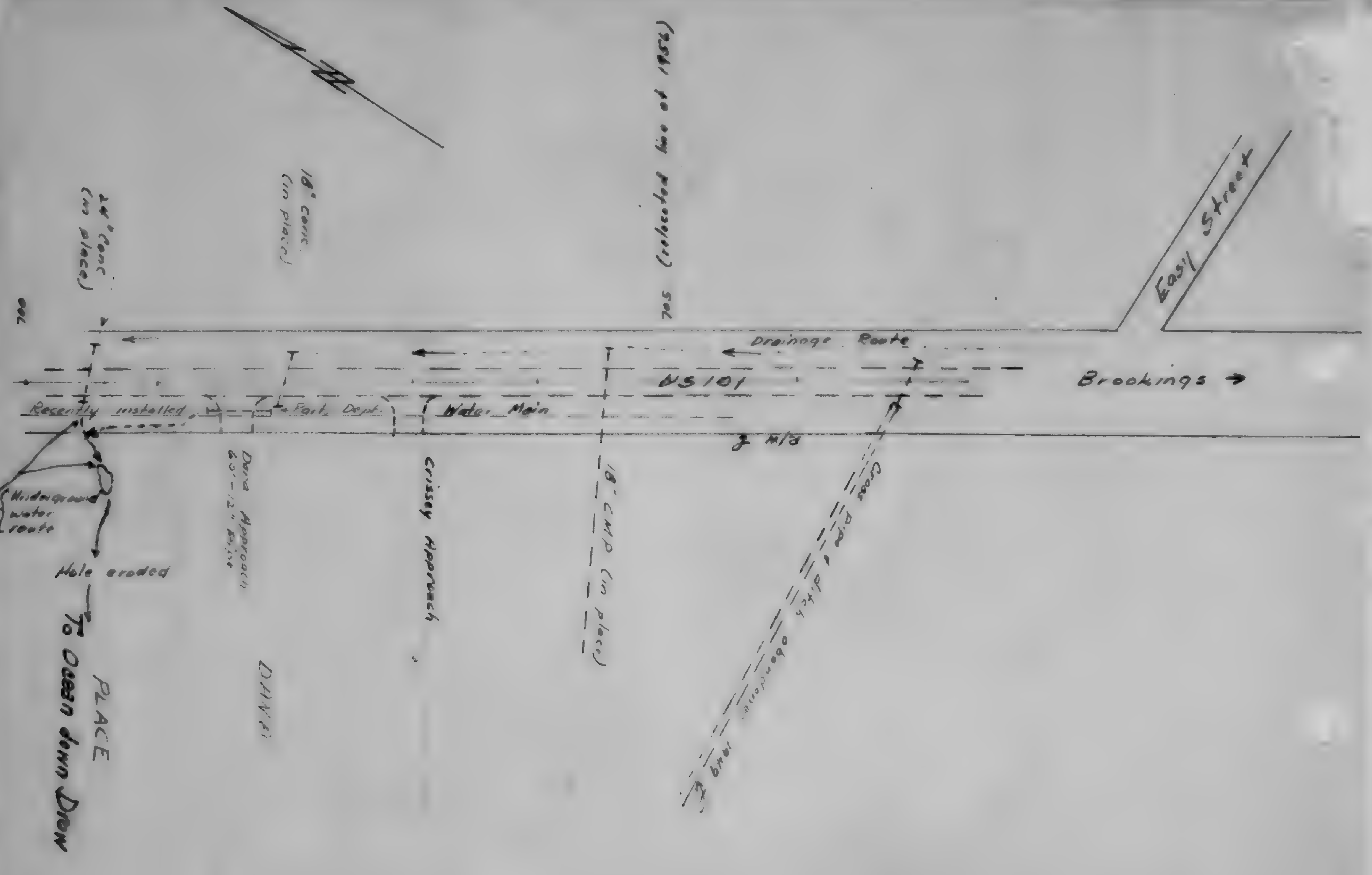
R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:ter

cc Mr. Ben R. Chandler
Mr. Chas. H. Reynolds
Mr. M. K. McIver
Mr. R. H. Baldock
Mr. W. C. Williams
Mr. H. B. Glaisyer
Mr. E. A. Collier
Mr. Tom Edwards
Mr. Fred Klaboe



Sketch of Drainage Near Dana Place in North Brookings, Ore.
Scale 1"=100'
6-14-56

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

June 22, 1956

Dear Mr. Stiffler:

Please refer to your letter of June 20 answering my letter of June 5 concerning the drainage of water involving highway US 101 in front of our property in North Brookings, Curry County. Please refer to the last words of the second paragraph, which read: "...no changes whatsoever have been made by state highway forces or highway contractors affecting the drainage in any manner from that existing in 1946, following the extension of the 18-inch pipe under your driveway from 50 feet to 60 feet in length and some improvements to the driveway."

Prior to the installation of this pipe, drainage from the ditch parallel to the highway and the drainage from lands above and carried underneath the highway were distributed as two or more streams. The work to which you refer concentrated the flow of water so that it converged into one stream at the north side of our property. Also the opening of two drain tiles underneath the highway in front of our property speeded the flow of water.

I assure you that the damage which I describe in my letter of June 5 occurred after the foregoing work had been done.

I call your attention to a letter received this morning from W. L. Crissey, a paragraph of which reads as follows: "The highway improvement work started yesterday. Place of beginning, the big fill over Ransom Creek. I'm told the paving will be 26 feet wide in front of your place and mine, with four lanes to come from Brookings as far as Easy Street. Ours will, of course, be two-lane." Naturally, since work of this kind must involve drainage, my apprehensions of further damage are increased.

It does not seem to me that the State Highway Commission has either the will or the authority to concentrate drainage in such manner as to damage private property. Had your inspectors looked at the point where I have described damage as occurring, they would see that the concentrated drainage has not only erased the beginning of the trail down the bluff to the ocean, but threatens further damage.

I can not feel that your letter reflects a responsible attitude, and respectfully ask for a further examination prior to a personal appearance before the State Highway Commission.

Sincerely,

Marshall N Dana

W. W. Stiffler, Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
JUN 25 1956
OREGON
STATE HIGHWAY COMMISSION

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OREGON
STATE HIGHWAY COMMISSION

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Marshall N Dana

W. W. Stiffler, Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

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JUL 25 1956
OREGON
STATE HIGHWAY COMMISSION

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JUL 25 1956
OREGON
STATE HIGHWAY COMMISSION

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

June 5, 1956

Dear Mr. Baldock:

On the occasion of our last visit to the Dana cottage in North Brookings, Curry County, I found that highway workmen had tiled along the front of our property and had brought into the drainage a considerable flow from the opposite side of US 101.

All of this augmented drainage had been turned across the north side of our place into a small and very steep canyon leading to the ocean. In consequence, erosion has created at the summit of the declivity a deep hole about the size of a shell crater with the threat that it will become worse. The entrance to the trail which leads to the shore had been completely washed out.

I feel sure that this damage would not have been done by overt negligence or from any other cause than from oversight.

May I ask that as a preventive of further damage which might become serious to the property, tile be extended to the top of the bluff and that the hole be filled, I should say, preferably, with heavy rock?

I feel sure that this request effectuated by you will be sufficient to assure correction.

Sincerely,

Marshall N Dana

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

T

ADM RSB 76 7-11 904A

W W STIFFLER

WARREN NORTHWEST,S SUPERINTENDENT IS ED BUSH, OFFICE ROOM 104 CHETCO INN.

EDWARDS
PLS ACK

ADM RCD OK

END/WW

WMTTTTMTTTTT

RECEIVED
JUL 11 1956
OFFICE OF
STATE HIGHWAY ENGINEER

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. E. A. Collier
Mr. Tom Edwards

P. S. Please check your files for 1946 photographs. Take photographs showing present conditions.

W. W. Stiffler

[illegible] 1RR-1962
[illegible] File

TELETYPE MESSAGE

TO STATION ____________ FROM STATION ADM NO. ____ DATE July 10,1956 TIME 1:15

TOM EDWARDS
DIVISION ENGINEER
ROSEBURG, OREGON

MARSHALL DANA DESIRES THE STATE TO EXTEND THE TILE ACROSS THE NORTHERN SIDE OF HIS PROPERTY WITH SOME RIPRAP AT HIS EXPENSE. CAN YOU GIVE ME THE NAME OF THE SUPERINTENDENT FOR WARREN NORTHWEST IN BROOKINGS?

W. W. STIFFLER
ASSISTANT STATE HIGHWAY ENGINEER

REPLY REQUESTED (   )

SIGNED

---

will be made and, if possible, I will attempt to make a personal inspection of the premises accompanied by Mr. Edwards, Division Engineer, in the near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. E. A. Collier
Mr. Tom Edwards

P. S. Please check your files for 1946 photographs. Take photographs showing present conditions.

W. W. Stiffler

June 26, 1956

Mr. Marshall N. Dana
The United States National Bank
Portland, Oregon

Dear Mr. Dana:

Reply is made to your letter under date of June 22, wherein you indicate some changes in the drainage conditions as they affect the state highway and your property north of Brookings have been made by highway forces since the 1946 correspondence which I referred to.

In view of your statements, a further examination will be made and, if possible, I will attempt to make a personal inspection of the premises accompanied by Mr. Edwards, Division Engineer, in the near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. E. A. Collier
Mr. Tom Edwards

P. S. Please check your files for 1946 photographs. Take photographs showing present conditions.

W. W. Stiffler

c 1R2-1962
Crissy File

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

June 22, 1956

Dear Mr. Stiffler:

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Prior to the installation of this pipe, drainage from the ditch parallel to the highway and the drainage from lands above and carried underneath the highway were distributed as two or more streams. The work to which you refer concentrated the flow of water so that it converged into one stream at the north side of our property. Also the opening of two drain tiles underneath the highway in front of our property speeded the flow of water.

I assure you that the damage which I describe in my letter of June 5 occurred after the foregoing work had been done.

I call your attention to a letter received this morning from W. L. Crissey, a paragraph of which reads as follows: "The highway improvement work started yesterday. Place of beginning, the big fill over Ransom Creek. I'm told the paving will be 26 feet wide in front of your place and mine, with four lanes to come from Brookings as far as Easy Street. Ours will, of course, be two-lane." Naturally, since work of this kind must involve drainage, my apprehensions of further damage are increased.

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Sincerely,

Marshall N Dana

W. W. Stiffler, Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
JUN 25 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 25 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1956
FOR FILING

F 11[illegible]

[illegible]

June 20, 1956

Mr. Marshall N. Dana
The United States National Bank
Portland, Oregon

Dear Sir:

Reference is made to your letter dated June 5 concerning the drainage of surface water involving highway US101 and your property abutting upon the same in North Brookings, Curry County, which Mr. Baldock referred to me under date of June 6. I am reporting to you direct due to the fact that Mr. Baldock will be absent from the office for some two or three weeks because of illness and surgery.

The condition described in your June 5 letter has been investigated by Mr. Klaboe, District Maintenance Superintendent at Coquille, and Mr. Edwards, Division Engineer at Roseburg, who reports that no changes whatsoever have been made by state highway forces or highway contractors affecting the drainage in any manner from that existing in 1946, following the extension of the 18-inch pipe under your driveway from 50 feet to 60 feet in length and some improvements to the driveway.

The disposition of surface waters reaching the highway or accumulating on the same is handled in the same manner as during the correspondence with you in 1946, with no changes since that date. From the correspondence, it would appear that the two concrete culverts under the highway near the north and south boundaries of your property have been in place many years and were placed in natural depressions or natural channels previously created by nature, and that it is the Highway Department's responsibility to provide suitable structures under the highway surface for the passage of such waters in their natural channels from one side of the highway to the other.

I do find, however, after checking with Mr. Armstrong, the Parks Superintendent, that employees of the Parks Department did dig a trench on the highway right of way and laid a three-inch iron pipe on the westerly side of the highway as an extension from the city water system to serve the Harris Beach Park overnight camping area. This pipe, of course, had no affect upon the drainage.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. E. A. Collier
Mr. Tom Edwards
WWS:er

RECEIVED
JUN 21 1956
FOR FILING

F-119101
4203
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1956

SUBJECT: Assignment #2092
Marshall Dana Drainage

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Herewith report by Mr. Edwards on the complaint by Mr. Dana on change in drainage at his cottage north of Brookings.

Duplicate copies of following letters are attached.

1. Mr. Dana to Mr. Baldock, April 2, 1946
2. Collier to Lytle, April 5, 1946
3. Sage to Lytle, April 8, 1956
4. Collier to Mr. Baldock, April 12, 1946

I am unable to find any letter from Mr. Baldock to Mr. Dana.

It appears the culverts were placed in natural drains in 1926 and have been in place now for 30 years.

Mr. Edwards reports no change in conditions can be detected in past 10 years and no additional water has been diverted to this drainage area. The digging Mr. Dana noted was for a water pipe to supply Harris Beach Park.

There is no apparent reason to change the recommendation made 10 years ago in my letter of April 12, 1946.

EACollier

E. A. Collier
Maintenance Engineer

EAC:ieb
Enc.

FORM E-20X—50M—11-53—90225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
June 14, 1956

SUBJECT: Erosion on Property of Marshall N. Dana,
Assignment No. 2092

To: Tom Edwards
Division Engineer
Roseburg, Oregon

Investigation of the complaint made by Mr. Dana to Mr. Baldock on June 5, 1956 has been made and my report and recommendations follow.

This property is located at about Mile Post 386.70 on US 101 near the North entrance to Brookings. Mr. Dana states that State Highway Workmen had tiled across the front of his property, and, as a consequence, brought into the drainage a considerable flow from the opposite side of US 101. This increased flow, Mr. Dana alleges, caused erosion to his trail which leads to the beach. He expects the Highway Department to extend a culvert to the bluff line to prevent this erosion.

Dana has incorrectly stated the facts. The "tiling" across the front of his property he refers to was done by the Parks Department who recently installed a new water main from a point South of Dana's property to Harris Beach Park. This job was expertly and neatly accomplished. In no way whatsoever did it cause "a considerable flow from the opposite inside of the highway". In fact, it is impossible that it caused any increased flow at all.

No other work or installation has been accomplished here to change the drainage at least since 1949 when drainage South of Dana's place was changed at the request of a Mr. Crissy and Mr. Dana and with the approval of Mr. Baldock.

On April 8, 1946, Mr. Sage, DMS, investigated this same complaint. I quote from this letter dated April 8, 1946. "Mr. Dana's property extends along the westerly side of our right of way for about 200' and lies in a draw, averaging 6 to 8 feet lower in elevation than the ground immediately north and south of his land. The draw drains westerly and runs very nearly at right angles to the center line of the road. There are 2 culverts under the highway that carry the water through the fill, the first, and 18" concrete pipe, located 20' north of Dana's south line and the second, a 24" concrete culvert is 16' south of his north line. Water, flowing from the west end of the 18" pipe, is immediately diverted

NOTED
W. W. STIFFLER

cc W.W. Stiffler ✓

FORM E-20X—80M—11-55—90226

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
June 14, 1956

SUBJECT: Erosion on Property of Marshall N. Dana,
Assignment No. 2092

To: Tom Edwards
Division Engineer
Roseburg, Oregon

north through the 60' of 18" corrugated culvert under Mr. Dana's driveway, then flows westerly down the natural course of the draw a distance of 70' before spilling over the bluff into the ocean.

In order to prevent any possible erosion to his garden in the draw, Mr. Dana now proposes that we carry the water from the north end of his driveway culvert, on north in an open ditch on the right of way a distance of 95' to the discharge end of the previously mentioned 24" culvert near his north line. From here both streams would be carried westerly down the north side of the draw, on Dana property, in a single 24" pipe a distance of 80' where it would be discharged over the bluff. At present the water from the 24" culvert crosses his property by following an underground channel some 24" below the surface, the channel having probably been started by some earth boring animal. Very little erosion from either this or the 18" culvert is apparent at the present time. Cost of the above work would be approximately $400.00, divided as follows; $50.00 for construction of the ditch on the right of way and the balance for installation of 80' of 24" pipe across Dana property.

The water flowing across Mr. Dana's land represents only natural drainage from the water shed east of the highway, our culverts acting only as a media of conveyance through the fill. Because of this, I don't feel that we have any responsibility in the matter, however, if Mr. Dana would buy and install the 80' of 24" pipe through his property then we should construct the open ditch along the right of way."

The situation has changed little since that time. The water from the 24" culvert still goes underground shortly after leaving the 24" culvert. It has caused some erosion at one place as Mr. Dana states. This erosion consists of a hole about 20 cubic yards in sige where Mr. Dana's trail begins down to the beach.

I note further that the new construction at the North entrance to Brookings calls for extending this 24" pipe some 12' on the right towards Mr. Dana's property. If Mr. Dana wishes to stop this erosion, he might at that time make arrangement to pay for continuing this pipe to the bluff.

FORM E-30X—60M—11-55—90228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
June 14, 1956

SUBJECT Erosion on Property of Marshall N. Dana,
Assignment No. 2092

To: Tom Edwards
Division Engineer
Roseburg, Oregon

I recommend that Mr. Dana's request be denied.

F B Klaboe
F. B. Klaboe
Dist. Maint. Supt.

FBK:lp

RECEIVED
JUN 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—30M—11-55—90225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 13, 1956

SUBJECT:

To: E. A. Collier
Maint. Engineer
Salem, Oregon

Reply is made to Mr. Stiffler's assignment No. 2092 and Mr. Klaboe has made a detailed three hour inspection of the property and has reported by phone in regard thereto.

Mr. Klaboe states that the only work undertaken in the vicinity of the Dana property by the highway department has been the installation of the water line by the parks department to provide water at the Harris Beach Overnight Camp. Klaboe states that no additional water has been turned onto the property or concentrated as a result of this work.

With respect to the erosion, Mr. Klaboe states that this matter is completely covered by D.M.S. Sate's report of April 8, 1946. He says he can detect no apparent change from that set forth in Mr. Sage's letter of that date. Klaboe states that the shell crater erosion referred to in Mr. Dana's letter has considerable old brush and growth therein and gives no evidence of being new.

Tom Edwards
Division Engineer

TE:vw

RECEIVED
JUN 6 - 1956
FOR FILING

F 119(4)

4723

Salem, Oregon
June 6, 1956

Erosion on property of Marshall N. Dana

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Herewith is a letter from Marshall N. Dana. Please have an inspection made of the section of U3101 mentioned, which is in North Brookings, Curry County, and have a report made immediately.

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.
cc Mr. Marshall N. Dana

Mr. Stiffler:

No road approach permit has been issued to Mr. Dana.

3"

The water pipe line mentioned in Mr. Collier's letter dated June 18, 1956, was constructed by the Parks Department.x West Side

RECEIVED
JUN 6 - 1956
FOR FILING

F 11-(2)

4103

Salem, Oregon
June 6, 1956

Erosion on property of Marshall N. Dana

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Herewith is a letter from Marshall N. Dana. Please have an inspection made of the section of US101 mentioned, which is in North Brookings, Curry County, and have a report made immediately.

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.
cc Mr. Marshall N. Dana

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

June 5, 1956

Dear Mr. Baldock:

On the occasion of our last visit to the Dana cottage in North Brookings, Curry County, I found that highway workmen had tiled along the front of our property and had brought into the drainage a considerable flow from the opposite side of US 101.

All of this augmented drainage had been turned across the north side of our place into a small and very steep canyon leading to the ocean. In consequence, erosion has created at the summit of the declivity a deep hole about the size of a shell crater with the threat that it will become worse. The entrance to the trail which leads to the shore had been completely washed out.

I feel sure that this damage would not have been done by overt negligence or from any other cause than from oversight.

May I ask that as a preventive of further damage which might become serious to the property, tile be extended to the top of the bluff and that the hole be filled, I should say, preferably, with heavy rock?

I feel sure that this request effectuated by you will be sufficient to assure correction.

Sincerely,

Marshall N Dana

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

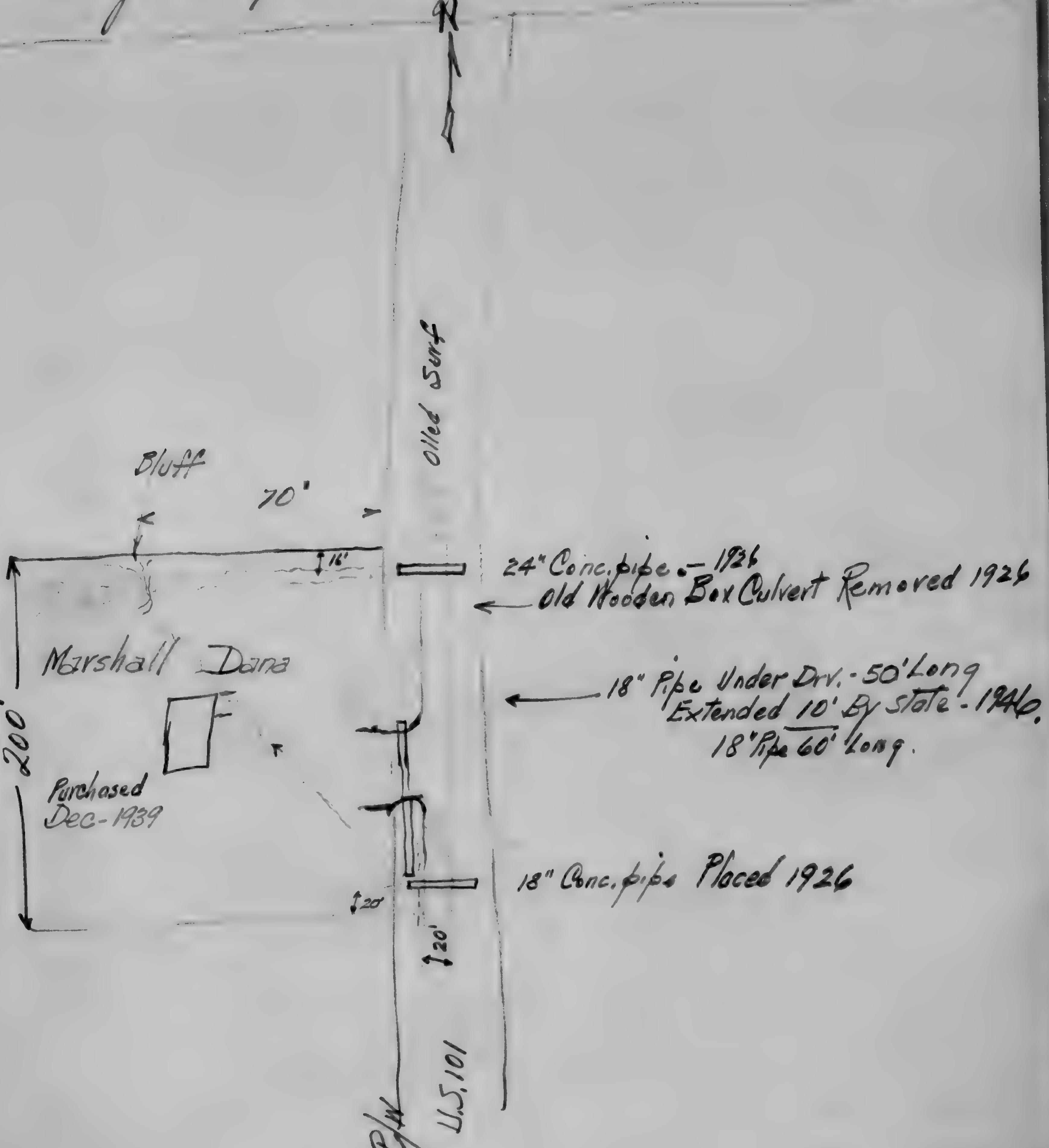
noved 1926

o'Long
state - 1946.
9.

P.G.E. Co.

So. Side Orl Slough.

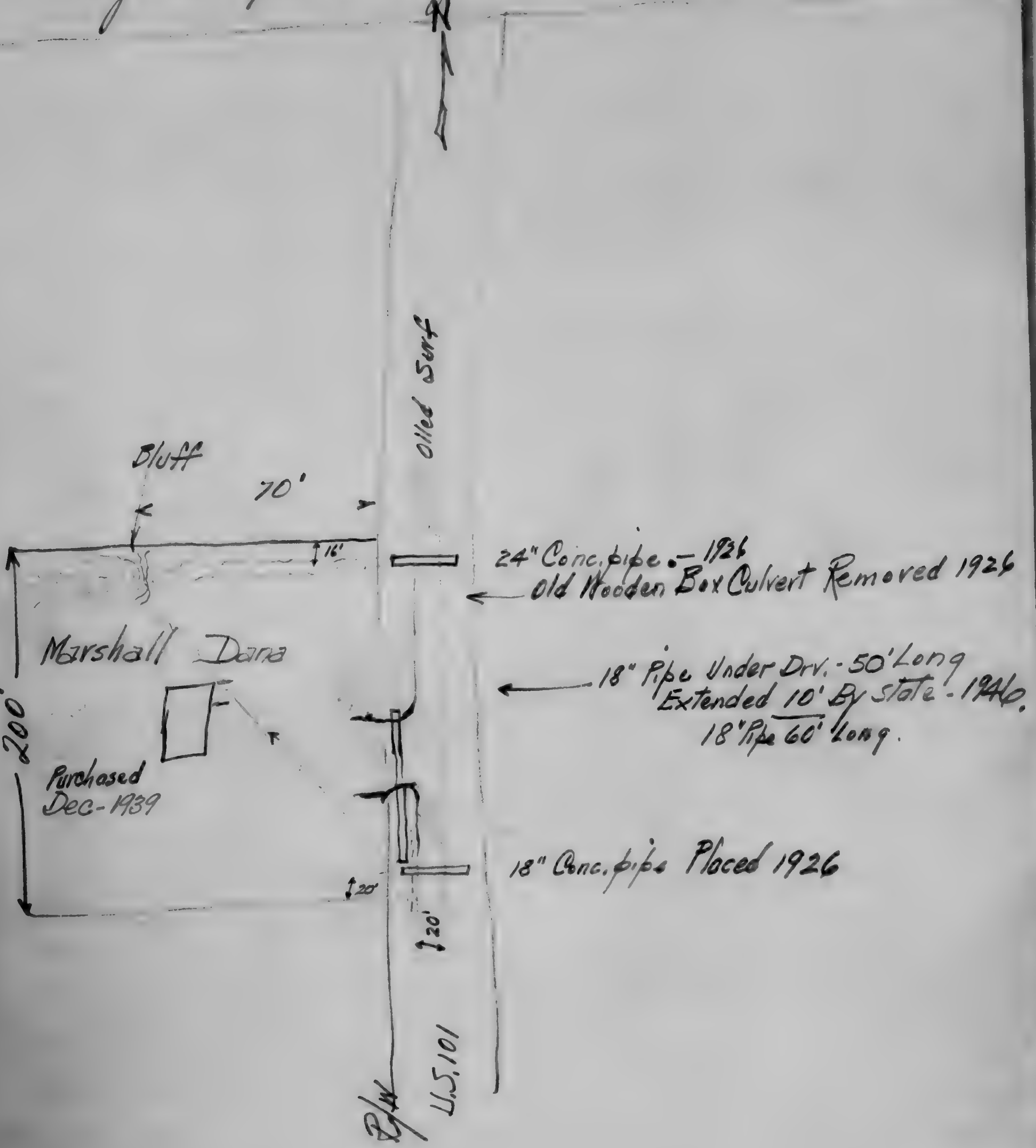
Along So. R/W Line of New Swift - Dewee - Union


N
Oiled Surf
Bluff
70'
16"
24" Conc. pipe - 1926
Old Wooden Box Culvert Removed 1926
Marshall Dana
18" Pipe Under Drv. - 50' Long
Extended 10' By State - 1946.
18" Pipe 60' Long.
200'
Purchased
Dec-1939
18" Conc. pipe Placed 1926
20'
20'
R/W
U.S. 101

P.G.E. Co

So. Side Ore Slough.

along So. R/W Line of New Swift-Denver-Union



Purchased Dec-1939

24" Conc. pipe - 1926

Old Wooden Box Culvert Removed 1926

18" Pipe Under Drv. - 50' Long
Extended 10' By State - 1946.
18" Pipe 60' Long.

18" Conc. pipe Placed 1926

X-420-3 485

Salem, Oregon
April 12, 1946

R. H. Baldock
State Highway Engineer
Department

Dear Sir:

I am returning herewith Mr. Dana's latest letter. Mr. Dana now has 60 feet of culvert under his driveway which has a width of 52 feet.

In his letter of April 2nd he wants us to dig a ditch along the lower side of our highway to divert the water from the end of one culvert over to another culvert about 100 feet away. These culverts were placed under the highway probably twenty years or so ago and are in natural drainage ways. It is the opinion of Messrs. Lytle and Sage that the State is under no obligation to divert this water for Mr. Dana and that, as a matter of fact, a lateral ditch of this kind would involve increased maintenance on our part and would do the State no good.

I concur in this opinion and recommend that Mr. Dana be advised it is not the State's obligation to perform this kind of work but that we have no objection to his doing it himself on his own side of the fence.

It makes it difficult for our boys to hold the line on the width of driveways to a standard width of 25 feet when they see exceptions like this at Mr. Dana's place.

Very truly yours,

NOTED
I. A. DE FRANCE

E. A. Collier
Maintenance Engineer

EAC:FE
Attach

FORM E-20 20M 4-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Coquille Oregon.
April 8,1946.

SUBJECT: Dana's driveway and drainage.

To: Mr.K.D.Lytle
Division Engineer
Roseburg,Oregon.

Dear Sir,

Further reference is made to Marshall Dana's driveway at mile 336.70,Coast Highway,approximately 1 mile north of Brookings.

Mr.Dana's property extends along the westerly side of our right of way for about 200' and lies in a draw,averaging 6 to 8 feet lower in elevation than the ground immediately north and south of his land.The draw drains westerly and runs very nearly at right angles to the center line of the road.There are 2 culverts under the highway that carry the water through the fill,the first,and 18" concrete pipe,located 20' north of Danas south line and the second,a 24" concrete culvert,is 16' south of his north line.Water,flowing from the west end of the 18" pipe,is immediately diverted north through the 60' of 18" corrugated culvert under Mr.Dana's driveway,then flows westerly down the natural course of the draw a distance of 70' before spilling over the bluff into the ocean.

In order to prevent any possible erosion to his garden in the draw,Mr.Dana now proposes that we carry the water from the north end of his driveway culvert,on north in an open ditch on the right of way a distance of 95' to the discharge end of the previously mentioned 24" culvert near his north line.From here both streams would be carried westerly down the north side of the draw,on Dana property,in a single 24" pipe a distance of 80' where it would be discharged over the bluff.At present the water from the 24" culvert crosses his property by following an underground channel some 24" below the surface,the channel having probably been started by some earth boring animal.Very little erosion from either this or the 18" culvert is apparent at the present time.Cost of the above work would be approximately $400.00,divided as follows;$50.00 for construction of the ditch on the right of way and the balance for installation of 80' of 24" pipe across Dana property.

NOTE

The water flowing across Mr.Dana's land represents only natural drainage from the water shed east of the highway,our culverts acting only as a media of conveyance through the fill.Because of this,I don't feel that we have any responsibility in the matter,however,if Mr.Dana would buy and install the 80' of 24" pipe through his property then we should construct the open ditch along the right of way.

Very truly yours,

D.J.Sage
District Maintenance Supt.

To: Collier
In response to your letter f April 5th.
KDL

Surfacing?

Sketch on reverse

Salem, Oregon
April 5, 1946

Dana's Driveway

K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

We have received copy of Mr. Sage's letter to you dated April 1st, stating he has completed installation of the additional 10 feet of 18 inch culvert pipe at Marshall Dana's driveway and that the total length of culvert under the driveway is now 60 feet with a minimum driveway width of 52 feet.

Mr. Baldock has a letter from Mr. Dana and he is pleased with the additional culvert installation. At the time he saw it, however, about March 30th, gravel had not been placed thereon. Will you please advise if gravel has been placed on the widened driveway.

In my letter of March 13th Mr. Sage was to investigate another complaint from Mr. Dana that some water from a highway culvert was eroding his garden and we would like to know if there is any obligation resting on the State in this matter. Mr. Dana writes that Mr. Sage has taken the trouble to visit his place and take some levels on the culverts. Please advise.

Very truly yours,

J. A. B.

R. A. Collier
Maintenance Engineer

RAC:FM
cc

OREGON JOURNAL
Portland 7, Oregon

April 2, 1946

Mr. R. H. Baldock
State Highway Engineer
Oregon State Capitol
Salem, Oregon

Dear Mr. Baldock:

I have just returned from Brookings where I was more than pleased to find that the culvert institution and driveway improvement at our cottage on the shore and covered in our recent correspondence had been attended to masterfully well. It is now, lacking gravel surface, a completed job expertly done. In this connection, may I say that I learn that supervision was given by Carl Thomas who has charge of the highway work in the Brookings vicinity, and it is a high credit to him.

I learn that Mr. Sage had taken the trouble to visit the place and to take levels from the point of discharge of the present culvert to one at the northeastern corner of our property where another state culvert empties and that the fall between the two points is about two feet. This would seem to bear out my previously made claim that to ditch the edge of the wayside at this point and lead the water under the way and thence to carry it over the cliff is feasible, and frankly, I am of the opinion that to do so will protect our home, which might be endangered by continued erosion, leading to larger slips on the face of the cliff.

I have felt somewhat guilty in asking from you so much attention in a matter that is comparatively small, but I am happy to find that whether the matter is small or large it is given the same considerate attention.

Sincerely

Marshall N. Dana

MND:MC
cc to: Mr. O. J. Sage
Mr. Carl Thomas

Apr. 1, 1946 Sage to Lytle
10' Ext. Completed

RECEIVED
JUN 7 1946
FOR FILING

F 1-4-41

4793

Oregon Journal
PORTLAND 7, OREGON

Cross Referenced to
[illegible]
Approach Road

June 5, 1946

F

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Capitol
Salem, Oregon

Dear Mr. Baldock:

I deeply appreciate the work done to our driveway connection with the coast highway at Brookings and have written a personal note to Carl Thomas of your organization in appreciation thereof. Copy is enclosed.

Sincerely,

Marshall N Dana

Marshall N. Dana

MND:MC

RECEIVED
JUN 6 1946
OREGON
STATE HIGHWAY COMMISSION

June 5, 1946

Mr. Carl Thomas
State Highway Department
Brookings, Oregon

Dear Mr. Thomas:

The work done by yourself and associates in the improvement of our driveway connection with highway 101, one mile north of Brookings, is one of the finest jobs of its kind I have ever seen. It is a great credit to you and I am deeply appreciative.

It gives me pleasure to transmit a copy of this note to R. H. Baldock, State Highway Engineer.

Sincerely,

Marshall N. Dana

MND:MC

RECEIVED
1
FOR FILING

F-119(4)
4703

Oregon Journal
PORTLAND 7, OREGON

March 9, 1946

Cross Referenced to
Maint
Approach Road

Mr. R. H. Baldock
State Highway Engineer
Oregon State Capitol
Salem, Oregon

Dear Mr. Baldock:

I was glad to get word from you this morning that you are making provisions to extend the culvert on my property near Brookings ten feet.

I appreciate and want to thank you for your prompt attention to this matter.

Sincerely,

Marshall N Dana
Marshall N. Dana
Editor, Editorial Page

NOTED
State Highway Engineer

MND:MC

RECEIVED
MAR 11 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
FOR FILING

F119(4)

4703

March 8, 1946

Mr. Marshall N. Dana
Editor, Editorial Page
Oregon Journal
Portland 7, Oregon

Dear Mr. Dana:

I have asked Mr. Collier to make provision for the extension of your culvert by ten feet. We will bill you for the cost of the pipe.

I have also asked Mr. Collier to investigate the drainage situation where the water is cutting through your garden. As soon as I have the result of the investigation, will advise you.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. F. A. Collier

Oregon Journal
PORTLAND 7, OREGON

March 6, 1946

Mr. R. H. Baldock
State Highway Engineer
Oregon State Capitol
Salem, Oregon

Dear Mr. Baldock:

I have just returned from Curry County and find that the extension of the culvert laid in the development of the driveway approach to our cottage near Brookings was not made quite long enough. It should be extended for perhaps another ten feet. Perhaps your highway experts will say six or eight feet will be enough, but until this is done the culvert is not sufficient to permit the completion of the fill for the safe backing of a car from the north side of the garage. I shall be very glad to pay for the extension but would like to have someone who knows look at it in order to tell how much should be added in feet.

I have had quite a good deal of additional fill made since our original correspondence, but it had to be stopped until the culvert could be lengthened and the little stream that is carried by the culvert could be carried to a new location across from our place.

May I speak of another matter that pertains to our property? In the north end of the place there is another culvert that throws quite an eroding stream of water into the garden on our property. I found that the water had cut to a depth of some three feet. Sometime ago I asked Mr. Sage, as I passed through Coquille, if a control might be provided to prevent this damage. I have not heard from him since, and I find that no physical modification has been made. I wonder if it would be possible to have a response on this matter.

I hope that you will not find these matters too small for your attention.

Kind personal regards,

Marshall N. Dana
Marshall N. Dana
Editor, Editorial Page

REFERRED TO
Collier
By Chief Engineer
Please see me.

MND:MC

RECEIVED
1945
FOR FILING
F119(4)
4703

Oregon Journal
PORTLAND 7, OREGON

November 6, 1945

NOTED
State Highway Engineer
Cross Referenced To
Maint
approach Roads

Mr. R. H. Baldock
State Highway Engineer
Oregon State Capitol
Salem, Oregon

Dear Mr. Baldock:

Marshall Dana, Jr. and his wife, who have just returned from a trip to Brookings, told me that the fill had been completed and and that gravel had been placed upon it, for which I am very appreciative.

Thank you again for your cooperative interest in this matter and for the good job done.

Sincerely,

Marshall N. Dana

Marshall N. Dana
Editor, Editorial Page

MND:MC

RECEIVED
NOV 7 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 6 1945
FOR FILING

F 119(4)

4702

November 5, 1945

Cross Referenced To
Maint
Approach Roads

Mr. Marshall N. Dana
Editor, Editorial Page
Oregon Journal
Portland 7, Oregon

Dear Mr. Dana:

We have your letter of October 27th expressing your appreciation of some brush cutting which improved a view of the ocean near Brookings.

You also asked about the culvert installation at your approach and Mr. Sage advises that this has been completed. We trust you will find it to your satisfaction on your next trip.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB
EAC:FW

CC E. A. Collier

Oregon Journal
PORTLAND 7, OREGON

October 27, 1945

Mr. R. H. Baldock
State Highway Engineer
Oregon State Capitol
Salem, Oregon

Dear Mr. Baldock:

Sometime ago returning from a visit to Brookings I noted that brush had grown obscuring a viewpoint about five miles north of the town that allowed opportunity to see a wide space both of sea and land. I called this to your attention and was delighted on the occasion of another journey to the same place to find that it had been completely daylighted so that the view was at its very best. I wish to express appreciation to you for this action and through you to those who did the work.

I also communicated with you concerning the widening of the approach to the driveway at our cottage a mile north of Brookings and transmitted a check to pay for the culvert pipe required. I found that the culvert had been installed and that a certain amount of fill had been made but as yet the pipe had not been fully covered nor had the fill been sufficient to gain the benefit in car operation from the widening of the driveway. I stopped on the way back and talked personally to Mr. Sage at Coquille about the matter and found that he was quite fully informed. I have not, however, had any further information about what was done. Could this information be given to me?

Sincerely,

Marshall N Dana

Marshall N. Dana
Editor, Editorial Page

MND:MC

RECEIVED
OCT 29 1945
OREGON
STATE HIGHWAY COMMISSION

(Copy made for Mr. Collier)

RECEIVED
SEP 25 1945
FOR FILING

F-119(4)

4703

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1945

C
O
P
Y

SUBJECT:

To:

R. H. Baldock
State Highway Engineer
Department

Cross Referenced To
Maint.
Approach Roads

Dear Sir:

I am returning herewith Mr. Marshall N. Dana's letter to you of September 15th.

The culvert at his approach has been placed and the crew is now making the fill. It should be complete by October 1st unless the crew has to be diverted to handle some emergency.

Very truly yours,

(Sgd) E. A. COLLIER
IAD

E. A. Collier
Maintenance Engineer

EAC:FW
Attach

(Original sent to Mr. Dana)

Oregon Journal
PORTLAND 7, OREGON

September 15, 1945

Mr. R. H. Baldock
State Highway Engineer
Oregon State Capitol
Salem, Oregon

Dear Mr. Baldock:

In conformity with our personal discussion at McMinnville Friday afternoon, may I say that I expect to spend two weeks of October, beginning with its first week, at Brookings. Naturally, it will be very gratifying if the widening of the entrance that we have discussed in previous correspondence may have been accomplished.

I am sure that the accomplishment of this improvement will add not only to safety but to convenience.

Sincerely,

Marshall N. Dana

Marshall N. Dana
Editor, Editorial Page

MND:MC

REFERRED TO
Collier
By Chief Engineer

~~Is the work done?~~

(copy sent to Mr. Collier)

RECEIVED
SEP 17 1945
OREGON
STATE HIGHWAY COMMISSION

NOTED
E. A. COLLIER

Form E-1—10M—10-55

F-119(4)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 15, 1956

Section North Brookings

Kind of work Grading & Paving

Highway Oregon Coast

Section prefix 8-10022

Contractor Warren Northwest

Contract number 4703

Date of contract June 4, 1956

Date of completion November 30, 1956

Date work started June 21, 1956

Estimated date of completion , 19

Project authorization $235,524.81

Exclusive of Engineering $217,847.49

Per cent of time elapsed 135 %

Estimated cost of completed project, exclusive of engineering $210,445.33

Estimated per cent XXXXXX or underrun 3.16 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $16,677.32

Engineering cost to date $14,500.00, 86.94 %

Date project was completed November 30, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Fred Signut, cost, in office on Wednesday.

Semi-Final sent to Roseburg on Thursday.

Fred Klaboe & George Baker on project Friday.

TOM EDW NOTED
L. H. Young DEC 1[illegible] 1956

Noted

RECEIVED
DEC 1[illegible] 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
D. J. BARBEE

NOTED
C. F. PAULSEN

Signed

Address Box 551 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.23	1.23			1.23
Miles partially completed					
Miles completed	1.23	1.23			1.23
Total estimated quantities (contract)	53,912	13,300			8,641
Total quantities corrected to date					
Estimated quantities moved or placed to date	58,212	13,963			9,325.490
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
			Amount of Rain at:
Sunday	Rain		~~Gold Beach~~ Date 12/5/56 Gold Beach 0.29 Brookings 0.21
Monday	Rain		12/6/56 Gold Beach 0.49 Brookings 0.48
Tuesday	Rain		12/7/56 Gold Beach 0.00 Brookings trace
Wednesday	Rain		12/8/56 Gold Beach 0.00 Brookings 0.00
Thursday	Showers		12/9/56 Gold Beach 0.00 Brookings 0.00
Friday	Sunshine		12/10/56 Gold Beach 1.99 Brookings 3.53
Saturday	Sunshine		12/11/56 Gold Beach 2.03 Brookings 4.11

A

RECEIVED
DEC 12 1956
FOR FILING

F-119 (4)

4703

December 12, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the North Brookings Contract No. 4703, Oregon F-119 (4), from October 15, 1956, to and including, November 30, 1956 to Warren Northwest, Inc., contractors.

Immediately after this contract was awarded the City of Brookings awarded a contract for installing sewers within the work area of this contract. Failure of the city contractor to complete the manholes and backfill sewers materially delayed our contractor on this section. The overrun in time was not his fault, and I would, therefore, recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
DEC 13 1956
FOR FILING

F-119(4)

4703

December 10, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 30, 1956, on Contract No. 4703, North Brookings Section, in Curry County, in connection with Federal Aid Project No. F-119(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence G. Swanson

DEP:lmr

RECEIVED
OCT 24 1956
FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1956

SUBJECT: North Brookings

To: Mr. Forrest Cooper
OFFICE

You have referred to this office Mr. Tom Edwards' letter of October 18 re a grade change situation on the North Brookings project between stations 733 and 740.

We have in the general files an executed agreement with the city of Brookings dated April 23, 1956, which reads in part as follows: Paragraph 2, page 1, under THINGS TO BE DONE BY CITY - "City consents to any and all changes of grade, if any there be, in connection with or arising out of the project." It appears that this grade change clause should cover the situation; however, if you wish us to contact the city further, please advise.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm

cc: Tom Edwards

NOTED
FORREST COOPER

RECEIVED
OCT 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—50M—8-55—66654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18th, 1956

SUBJECT: North Brookings

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

The North Brookings project was designed to follow the existing grade with supers reduced to a great extent in order that abutting property might be best served. After staking on the ground a bad situation was found to exist between stations 733 and 740 wherein parking areas had been improved and paved adjacent to the right of way line. A variation of the crown was made in order that these might be properly served without grade change damage.

This has been agreed to by the City of Brookings as evidenced by the attached letter from Ralph W. Reed, City Works Superintendent. I would recommend that the County & City Relations people secure further evidence of the City's concurrence and make it a part of the agreement covering the project.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

RECEIVED
OCT 22 1956

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
City & County
BY DEPUTY STATE HIGHWAY ENGINEER
Please follow up

BYRON L. BRIMM
Mayor

C. F. CAMPBELL

CLIVE D. MANLEY

EARL BREUER

JAMES R. YELTON

Councilmen

EDW. F. ACKLEY
City Attorney

CITY OF BROOKINGS

BROOKINGS, OREGON

MAE D. SMITH
City Recorder

RALPH W. REED
City Work Superintendent

BUD CROSS
Chief of Police

HANS G. NELSON
Municipal Judge

VAL MENDENHALL, Jr.
Fire Chief

City Engineer
D. A. MARTIN

September 12, 1956

G.A. Barnhart
Resident Engineer
Oregon State Highway Department
Gold Beach, Oregon

Sugject: Grade change on
Highway 101 between
733 + 00 & 740 + 00

Dear Mr. Barnhart:

Your letter of September 11th was presented to the City Council last night for action; and the grade change you recommend and which is shown on your sketch has been approved.

Thanking you for your attention to this matter and the change that was made, we are

Yours very truly

CITY OF BROOKINGS

By
Ralph W. Reed
City Work Superintendent

RWR/lg

BYRON L. BRIMM
Mayor

C. F. CAMPBELL

CLIVE D. MANLEY

EARL BREUER

JAMES R. YELTON

Councilmen

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CITY OF BROOKINGS

By

Ralph W. Reed
City Work Superintendent

RWR/lg

RECEIVED

FORM E-[illegible]—11-55—90226

[illegible] (4)

4/1[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1956

SUBJECT: North Brookings Section
Oregon Coast Highway
Contract No. 4703

To:

Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Reports No. 399772 and 399773, dated August 27, 1956 indicating a 3/4"-¼" crushed gravel, designated for 3/4"-0 surfacing material by the sampler, as being unsuitable for that purpose. The gradation is satisfactory for 3/4"-¼" A. C. Aggregate.

Will you please have the resident engineer inform this office as to how the material tested is to be used.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:WCH:jo

cc Forrest Cooper ✓

RECEIVED
1956
[illegible] ENGINEER

CPRS-2139

Form PR 9 (Revised 1950)

Oregon

State F-119(4)

Project No.

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of August, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 31st day of January, 1956, a program, which was approved on the 7th day of February, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 4th day of April, 1956, and the sum of one hundred thirty thousand, and 00/100. dollars ($130,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A462

GPO 16—11379-6

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 684/50 and 749/70, Brookings northwest,

, length 1.236 miles, in Curry County, being Oregon project No. F-119(4), consisting of 1.236 miles of roadway and no bridges, each of more than 20 feet clear span, xxxxx xxxxxxxxxxxxxxxx of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred thirty thousand, and 00/100. dollars ($130,000.00), which does not exceed the authorized Federal pro rata share of two hundred twenty four thousand, four hundred seventy and 40/100. dollars ($224,470.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable Chapter 175, Laws 1917; Chapter 31, Laws 1920;

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11579-5

AA.68

Oregon State Highway Department

Federal Aid Project
No. F-119(4)

NORTH BROOKINGS SECTION
OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1956

Type Code 6201
2-lane Roadway (Sta. 684+50 to Sta. 707+00)(Contract No. 4703)

All Required	Clearing and Grubbing (35%)		$ 875.00
430 cu. yds.	Drainage Excavation, Unclassified	$ 4.00	1,720.00
38,400 cu. yds.	Special Borrow Excavation, Unclassified	0.60	23,040.00
11,100 cu. yds.	General Excavation, Unclassified	0.75	8,325.00
10,700 yd. sta.	Short Overhaul	0.02	214.00
38,400 yd. mi.	Truck Haul	0.25	9,600.00
0.43 mile	Finishing Roadbed and Slopes	1,000.00	430.00
700 lin. ft.	Rounding Cutbanks	0.20	140.00
10 lin. ft.	18-inch Corrugated Metal Pipe	5.00	50.00
300 lin. ft.	12-inch Concrete Pipe	2.50	750.00
10 lin. ft.	18-inch Concrete Pipe	4.50	45.00
20 lin. ft.	24-inch Concrete Pipe	6.00	120.00
160 cu. yds.	Class "A" Concrete	72.00	11,520.00
30,100 lbs.	Metal Reinforcement	0.125	3,762.50
660 lin. ft.	Metal Guard Rail	3.50	2,310.00
40 only	Metal Sight Posts	3.00	120.00
3,350 cu. yds.	Coarse Crushed Material in Base	2.00	6,700.00
900 cu. yds.	3/4" - 0 Material in Base	2.60	2,340.00
100 M-gal.	Sprinkling	2.50	250.00
0.43 mile	Preparation of Base	250.00	107.50
60 cu. yds.	3/4" - 0 Material in Binder Course	4.50	270.00
10 tons	RC-3 Asphalt in Binder Course	50.00	500.00
1,450 tons	Asphaltic Concrete Mixture	4.75	6,887.50
90 tons	85-100 Asphalt in Mixture	38.00	3,420.00
8 tons	RS-2 Asphalt	55.00	440.00
10 only	Extra for Asphaltic Concrete Approaches	25.00	250.00
30 cu. yds.	Aggregate in Pavement Seal	6.00	180.00
			$ 84,366.50
All Required	Flagging (57½% of Contractors Cost)		400.00
	Subtotal		$ 84,766.50
	10% Engr. & Cont.		8,476.65
			$ 93,243.15

Length of Roadway 0.426 mile
Cost of Roadway per mile $218,880.63

Type Code 6201
4-lane Roadway (Sta. 707+00 to Sta. 749+70)(Contract No. 4703)

All Required	Clearing and Grubbing (65%)		$ 1,625.00
670 cu. yds.	Drainage Excavation, Unclassified	$ 4.00	2,680.00
10,800 cu. yds.	General Excavation, Unclassified	0.75	8,100.00
18,700 yd. sta.	Short Overhaul	0.02	374.00
260 C-yd. sta.	Long Overhaul	0.60	156.00
0.80 miles	Finishing Roadbed and Slopes	1,000.00	800.00
400 lin. ft.	Rounding Cutbanks	0.20	80.00
50 lin. ft.	12-inch Concrete Pipe	2.50	125.00
30 lin. ft.	18-inch Concrete Pipe	4.50	135.00
40 lin. ft.	24-inch Concrete Pipe	6.00	240.00
24 lin. ft.	30-inch Concrete Pipe	8.00	192.00
170 lin. ft.	8-inch Metal Drain Pipe	3.00	510.00
14 lin. ft.	6-inch Sewer Pipe	1.50	21.00
420 lin. ft.	8-inch Sewer Pipe	1.50	630.00
1,600 lin. ft.	12-inch Sewer Pipe	2.00	3,200.00
980 lin. ft.	18-inch Sewer Pipe	3.50	3,430.00
70 lin. ft.	Extra for Pipe Under Pavement	3.00	210.00
22 only	Concrete Catch Basins	66.00	1,452.00
6 only	Concrete Manholes	225.00	1,350.00
1 only	Adjustment of Manholes	40.00	40.00
20 cu. yds.	Class "A" Concrete	72.00	1,440.00
1,900 lbs.	Metal Reinforcement	0.125	237.50
210 cu. yds.	Concrete Curbs	44.00	9,240.00
30 only	Metal Sight Posts	3.00	90.00
8,400 cu. yds.	Coarse Crushed Material in Base	2.00	16,800.00
1,700 cu. yds.	3/4" - 0 Material in Base	2.60	4,420.00
260 M-gal.	Sprinkling	2.50	650.00
0.80 mile	Preparation of Base	250.00	200.00
235 cu. yds.	3/4" - 0 Material in Binder Course	4.50	1,057.50
35 tons	RC-3 Asphalt in Binder Course	50.00	1,750.00
7,350 tons	Asphaltic Concrete Mixture	4.75	34,912.50
440 tons	85-100 Asphalt in Mixture	38.00	16,720.00
40 tons	RS-2 Asphalt	55.00	2,200.00
50 only	Extra for Asphaltic Concrete Approaches	25.00	1,250.00
130 cu. yds.	Aggregate in Pavement Seal	6.00	780.00
1,600 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	1,600.00
			$118,697.50
All Required	Flagging (57½% of Contractors Cost)		600.00
		Subtotal	$119,297.50
		10% Engr. & Cont.	11,929.75
		Total	$131,227.25

Length of Roadway 0.809 mile
Cost of Roadway per mile $162,209.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$ 93,243.15	$ 54,001.00	$ 39,242.15
4-lane Roadway	131,227.25	75,999.00	55,228.25
	$224,470.40	$130,000.00	$ 94,470.40

State Funds for Const:. Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-119(4)

NORTH BROOKINGS SECTION OF THE OREGON COAST HIGHWAY

IN CURRY COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, March 30, 1956

Type Code 6201
2 Lane Roadway (Sta. 684+50 to Sta. 707+00)

All Required	Clearing and Grubbing (35%)	$	$ 875.00
430 cu. yds.	Drainage Excavation, Unclassified	2.50	1,075.00
38,400 cu. yds.	Special Borrow Excavation, Unclassified	0.40	15,360.00
11,100 cu. yds.	General Excavation, Unclassified	0.50	5,550.00
10,700 yd. sta.	Short Overhaul	0.015	160.50
38,400 yd. mi.	Truck Haul	0.16	6,144.00
0.43 mi.	Finishing Roadbed and Slopes	1,000.00	430.00
700 lin. ft.	Rounding Cutbanks	0.18	126.00
10 lin. ft.	18-inch Corrugated Metal Pipe	5.00	50.00
300 lin. ft.	12-inch Concrete Pipe	2.25	675.00
10 lin. ft.	18-inch Concrete Pipe	3.50	35.00
20 lin. ft.	24-inch Concrete Pipe	4.75	95.00
160 cu. yds.	Class "A" Concrete	55.00	8,800.00
30,100 lbs.	Metal Reinforcement	0.14	4,214.00
660 lin. ft.	Metal Guard Rail	2.75	1,815.00
40 only	Metal Sight Posts	2.50	100.00
3,350 cu. yds.	Coarse Crushed Material in Base	2.10	7,035.00
900 cu. yds.	3/4" - 0 Material in Base	2.25	2,025.00
100 M-gal.	Sprinkling	2.50	250.00
0.43 mile	Preparation of Base	250.00	107.50
60 cu. yds.	3/4" - 0 Material in Binder Course	3.50	210.00
10 tons	RC-3 Asphalt in Binder Course	47.50	475.00
1,450 tons	Asphaltic Concrete Mixture	5.10	7,395.00
90 tons	85-100 Asphalt in Mixture	32.00	2,880.00
8 tons	RS-2 Asphalt	50.00	400.00
10 only	Extra for Asphaltic Concrete Approaches	25.00	250.00
30 cu. yds.	Aggregate in Pavement Seal	5.00	150.00
			$ 66,682.00
All Required	Flagging (57½% of Contractor's Cost)		400.00
	Subtotal		$ 67,082.00
	10% Engr. & Cont.		6,708.20
	Total		$ 73,790.20

Length of Roadway 0.426 Mile
Cost of Roadway Per Mi. $173,216.43

Type Code 6201
4 Lane Roadway (Sta. 707+00 to Sta. 749+70)

All	Required	Clearing and Grubbing (65%)	$	$ 1,625.00
670	cu. yds.	Drainage Excavation, Unclassified	2.50	1,675.00
10,800	cu. yds.	General Excavation, Unclassified	0.50	5,400.00
18,700	yd. sta.	Short Overhaul	0.015	280.50
260	C-yd.sta.	Long Overhaul	0.40	104.00
0.80	mile	Finishing Roadbed and Slopes	1,000.00	800.00
400	lin. ft.	Rounding Cutbanks	0.18	72.00
50	lin. ft.	12-inch Concrete Pipe	2.25	112.50
30	lin. ft.	18-inch Concrete Pipe	3.50	105.00
40	lin. ft.	24-inch Concrete Pipe	4.75	190.00
24	lin. ft.	30-inch Concrete Pipe	7.50	180.00
170	lin. ft.	8-inch Metal Drain Pipe	2.75	467.50
14	lin. ft.	6-inch Sewer Pipe	1.25	17.50
420	lin. ft.	8-inch Sewer Pipe	1.50	630.00
1,600	lin. ft.	12-inch Sewer Pipe	2.00	3,200.00
980	lin. ft.	18-inch Sewer Pipe	3.00	2,940.00
70	lin. ft.	Extra for Pipe Under Pavement	3.00	210.00
22	only	Concrete Catch Basins	75.00	1,650.00
6	only	Concrete Manholes	250.00	1,500.00
1	only	Adjustment of Manholes	50.00	50.00
20	cu. yds.	Class "A" Concrete	55.00	1,100.00
1,900	lbs.	Metal Reinforcement	0.14	266.00
210	cu. yds.	Concrete Curbs	48.00	10,080.00
30	only	Metal Sight Posts	2.50	75.00
8,400	cu. yds.	Course Crushed Material in Base	2.10	17,640.00
1,700	cu. yds.	3/4" - 0 Material in Base	2.25	3,825.00
260	M-gal.	Sprinkling	2.50	650.00
0.80	mile	Preparation of Base	250.00	200.00
235	cu. yds.	3/4" - 0 Material in Binder Course	3.50	822.50
35	tons	RC-3 Asphalt in Binder Course	47.50	1,662.50
7,350	tons	Asphaltic Concrete Mixture	5.10	37,485.00
440	tons	85-100 Asphalt in Mixture	32.00	14,080.00
40	tons	RS-2 Asphalt	50.00	2,000.00
50	only	Extra for Asphaltic Concrete Approaches	25.00	1,250.00
130	cu. yds.	Aggregate in Pavement Seal	5.00	650.00
1,600	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	1,600.00
				$114,595.00
All	Required	Flagging (57½% of Contractor's Cost)		600.00
			Subtotal	$115,195.00
			10% Engr. & Cont.	11,519.50
			Total	$126,714.50

Length of Roadway 0.809 Mile
Cost of Roadway Per Mi. $156,631.02

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$ 73,790.20	$ 44,163.00	$29,627.20
4 Lane Roadway	126,714.50	75,837.00	50,877.50
	$200,504.70	$120,000.00	$80,504.70

Oregon State Highway Department

Federal Aid Project
No. F-119(4)

NORTH BROOKINGS SECTION

OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 3, 1956

Type Code 6201
2-lane Roadway (Sta. 684+50 to Sta. 707+00)

All Required	Clearing and Grubbing (35%)		$ 875.00
430 cu. yds.	Drainage Excavation, Unclassified	$ 2.50	1,075.00
38,400 cu. yds.	Special Borrow Excavation, Unclassified	0.60	23,040.00
11,100 cu. yds.	General Excavation, Unclassified	0.50	5,550.00
10,700 yd. sta.	Short Overhaul	0.015	160.50
38,400 yd. mi.	Truck Haul	0.16	6,144.00
0.43 mile	Finishing Roadbed and Slopes	1,000.00	430.00
700 lin. ft.	Rounding Cutbanks	0.18	126.00
10 lin. ft.	18-inch Corrugated Metal Pipe	5.00	50.00
300 lin. ft.	12-inch Concrete Pipe	2.25	675.00
10 lin. ft.	18-inch Concrete Pipe	3.50	35.00
20 lin. ft.	24-inch Concrete Pipe	4.75	95.00
160 cu. yds.	Class "A" Concrete	55.00	8,800.00
30,100 lbs.	Metal Reinforcement	0.14	4,214.00
660 lin. ft.	Metal Guard Rail	3.00	1,980.00
40 only	Metal Sight Posts	2.50	100.00
3,350 cu. yds.	Coarse Crushed Material in Base	2.10	7,035.00
900 cu. yds.	3/4" - 0 Material in Base	2.25	2,025.00
100 M-gal.	Sprinkling	2.50	250.00
0.43 mile	Preparation of Base	250.00	107.50
60 cu. yds.	3/4" - 0 Material in Binder Course	3.50	210.00
10 tons	RC-3 Asphalt in Binder Course	47.50	475.00
1,450 tons	Asphaltic Concrete Mixture	5.30	7,685.00
90 tons	85-100 Asphalt in Mixture	35.00	3,150.00
8 tons	RS-2 Asphalt	50.00	400.00
10 only	Extra for Asphaltic Concrete Approaches	25.00	250.00
30 cu. yds.	Aggregate in Pavement Seal	5.00	150.00
			$ 75,067.00
All Required	Flagging (57½% of Contractors Cost)		400.00
	Subtotal		$ 75,487.00
	10% Engr. & Cont.		7,548.70
	Total		$ 83,035.70

Length of Roadway 0.426 mile
Cost of Roadway per mile $194,919.48

Type Code 6201

4-lane Roadway (Sta. 707+00 to Sta. 749+70)

All	Required	Clearing and Grubbing (65%)	$	$ 1,625.00
670	cu. yds.	Drainage Excavation, Unclassified	2.50	1,675.00
10,800	cu. yds.	General Excavation, Unclassified	0.50	5,400.00
18,700	yd. sta.	Short Overhaul	0.015	280.50
260	C-yd. sta.	Long Overhaul	0.40	104.00
0.80	mile	Finishing Roadbed and Slopes	1,000.00	800.00
400	lin. ft.	Rounding Cutbanks	0.18	72.00
50	lin. ft.	12-inch Concrete Pipe	2.25	112.50
30	lin. ft.	18-inch Concrete Pipe	3.50	105.00
40	lin. ft.	24-inch Concrete Pipe	4.75	190.00
24	lin. ft.	30-inch Concrete Pipe	7.50	180.00
170	lin. ft.	8-inch Metal Drain Pipe	2.75	467.50
14	lin. ft.	6-inch Sewer Pipe	1.25	17.50
420	lin. ft.	8-inch Sewer Pipe	1.50	630.00
1,600	lin. ft.	12-inch Sewer Pipe	2.00	3,200.00
980	lin. ft.	18-inch Sewer Pipe	3.00	2,940.00
70	lin. ft.	Extra for Pipe Under Pavement	3.00	210.00
22	only	Concrete Catch Basins	75.00	1,650.00
6	only	Concrete Manholes	250.00	1,500.00
1	only	Adjustment of Manholes	50.00	50.00
20	cu. yds.	Class "A" Concrete	55.00	1,100.00
1,900	lbs.	Metal Reinforcement	0.14	266.00
210	cu. yds.	Concrete Curbs	48.00	10,080.00
30	only	Metal Sight Posts	2.50	75.00
8,400	cu. yds.	Coarse Crushed Material in Base	2.10	17,640.00
1,700	cu. yds.	3/4" - 0 Material in Base	2.25	3,825.00
260	M-gal.	Sprinkling	2.50	650.00
0.80	mile	Preparation of Base	250.00	200.00
235	cu. yds.	3/4" - 0 Material in Binder Course	3.50	822.50
35	tons	RC-3 Asphalt in Binder Course	47.50	1,662.50
7,350	tons	Asphaltic Concrete Mixture	5.30	38,955.00
440	tons	85-100 Asphalt in Mixture	35.00	15,400.00
40	tons	RS-2 Asphalt	50.00	2,000.00
50	only	Extra for Asphaltic Concrete Approaches	25.00	1,250.00
130	cu. yds.	Aggregate in Pavement Seal	5.00	650.00
1,600	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	1,600.00
				$117,385.00
All	Required	Flagging (57½% of Contractors Cost)		600.00
		Subtotal		$117,985.00
		10% Engr. & Cont.		11,798.50
		Total		$129,783.50

Length of Roadway 0.809 mile
Cost of Roadway per mile $160,424.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$ 83,035.70	$ 46,820.00	$36,215.70
4-lane Roadway	129,783.50	73,180.00	56,603.50
	$212,819.20	$120,000.00	$92,819.20

RECEIVED
AUG 10 1956

FOR FILING

F 119 (4)

4703

August 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the North Brookings Section of the Oregon Coast Highway in Curry County, Contract No. 4703, in connection with Federal Aid Project No. F-119(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DBF:ch

RECEIVED
JUL 24 1956
FOR FILING

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1956

SUBJECT: North Brookings
Oregon Coast Highway
Contract No. 4703

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

W. C. WILLIAMS

Reference is made to Laboratory Reports Nos. 394824, 394825 and 394826, dated July 12, 1956 showing for the Class "A" concrete aggregate tested the following discrepancies from our specifications which cause these materials to be unacceptable.

(1) The 1½"-½" aggregate should be 1½"-3/4" with the part passing the 3/4-inch screen not exceeding 45 percent.

(2) The ½"-¼" aggregate should be 3/4"-¼" with the part passing the ½-inch screen not exceeding 80 percent.

(3) The sand has an 18.5 percent deficiency on the #30 sieve and 1.7 percent on the #16 sieve.

Will you please instruct the resident engineer to have the plant adjusted so that the specifications are complied with on the concrete aggregate.

Also, will you please have him so mark samples of improved concrete aggregate that it is clear they represent corrected material.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUL 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 24 1956
FOR FILING

7 [illegible] (4)

11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1956

SUBJECT: North Brookings
Oregon Coast Highway
Contract No. 4703

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports Nos. 395144 and 395145, dated July 16th, 1956 showing that the Class "A" concrete aggregate, 3/4"-¼" and sand, sampled do not meet our specifications.

It appears that the sand has deficiencies of 8 percent retained on the #16, and 25 percent on the #30, both of these are high enough so that plant screening should have shown that the material could not be accepted. Forms that can be used for that purpose are enclosed.

Will you please instruct the resident engineer to have the commercial plant adjust their operations so that acceptable Class "A" concrete aggregate is produced.

Also, will you please instruct the resident engineer to so mark samples of improved material that it is clear they represent corrected material.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of
Encls.
cc to: W. C. Williams
Ray Webber

RECEIVED
JUL 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 1956
FOR FILING

FORM [illegible]

F-119 (4)

4703

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
July 3, 1956

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between Warren Northwest, Inc. and Goldie Gentle, covering Items 21 to 26, inclusive, on the North Brookings Contract No. 4703, Oregon F-119 (4) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of
Encls.
cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
JUL 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 1956
FOR FILING

F-119(4)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1956

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between Warren Northwest, Inc. and Q. L. Rufener, covering Items 1, 2, 4 through 20, inclusive, and 27 and 28, on the North Brookings Contract No. 4703, Oregon F-119 (4) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. O. Polk (2)

RECEIVED
JUL 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1956
FOR FILING

F-119(4)

4703

June 26, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 21, 1956, on Contract No. 4703, North Brookings Section, in Curry County, in connection with Federal Aid Project No. F-119(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSP:ia

RECEIVED
JUN 26 1956
FOR FILING
F-1111
4703

June 26, 1956

Warren Northwest, Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on June 4, as follows:

Contract No. 4703, for grading and paving on the North Brookings Section of the Oregon Coast Highway in Curry County.

Contract No. 4723, for grading and paving on the Union St.-Bellevue St. (Salem) Section of the Silver Creek Falls Highway in Marion County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUN 6 - 1956
FOR FILING

1-11919

4703

June 6, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4703 for grading and paving the North Brookings Section of the Oregon Coast Highway, at Brookings in Curry County.

This award was based on your bid of $206,566.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

File ✓

RECEIVED
JUN [illegible] - 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-119(4)

4703

08-35

June 4, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4703 for Oregon Project F-119(4), North Brookings Section of the Oregon Coast Highway, to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of $206,566.50 at the June 4, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUN 7 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 9 - 1956
FOR FILING

OREGON DISTRICT F-119(4)

1703

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 4, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved revised P. S. and E. documents for Oregon Project F-119(4), North Brookings Section of the Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAY 9 1956
[illegible]
STATE H[illegible]ON

RECEIVED
APR 26 1956
FOR FILING

F-119141

4703

April 25, 1956

Mae D. Smith, City Recorder
City Hall
Brookings, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Brookings covering the **improvement and widening of the North Brookings section of the** Oregon **Coast Highway in Curry County.**

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAY 4 1956
FOR FILING

file

Salem, Oregon
April 25, 1956

MISC. CONTRACTS and
AGREEMENTS No. 1715

Agreement covering North
Brookings section project,
Oregon Coast Highway
in Curry County

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto are two conformed copies of an agreement with the City of Brookings relative to the improvement and widening of the North Brookings section of the Oregon Coast Highway in Curry County.

One fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Brookings, Oregon.

Secretary

rn
Enc. 2

FORM E-30—30M—6-54—78195

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1956

SUBJECT: Agreement covering North Brookings section project, Oregon Coast Highway in Curry County

To:

Mr. H. B. Glaisyer

Herewith two copies of agreement between the State and City of Brookings relative to the improvement and widening of the North Brookings section of the Oregon Coast Highway in Curry County. These copies have been signed by the City and are ready for execution by the Highway Commission.

G S Paxson

G. S. Paxson

GSP:gm
Encl.

2 copies to [illegible] signed
2 copy in suspense

AUTHORIZED BY THE HIGHWAY COMMISSION
DATE Bids to be received 4-26-56 for project through Brookings.
[illegible]
Ass't Secretary

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1956

SUBJECT: Assignment #10

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the North Brookings Section project on the Oregon Coast Highway in Brookings.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

This completes Assignment #10.

John D. Graham

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

RECEIVED
APR 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 4, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-119(4), North Brookings-Section of the Oregon Coast Highway in Curry County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By
A. F. Bester
A. F. BESTER
Supervising Highway Design Engineer

RECEIVED
APR 10 1956
STATE H[illegible]

RECEIVED
FEB 20 1956
FOR FILING

FORM [illegible]

F-119 (4)

4703

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1956

SUBJECT: North Brookings Project
Oregon Coast Highway

To:

Mr. Frank Hall
Chief Designer

OFFICE

NOTED
W. C. WILLIAMS

The plans for the subject named project contemplated obtaining the borrowed material required from private property. A suitable source of material is available in the Harris Beach Park. This has been discussed with Mr. Armstrong and Mr. Koons by Division Engineer Edwards and they are agreeable to this.

Will you please change the plans to show the borrowed material from Harris Beach Park rather than from the private property. There are aerial topog maps available to work off of for this purpose.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:ep

cc - Mr. Tom Edwards
Mr. W. C. Williams ✓

RECEIVED
FEB 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ER-8(1)   Milo-Corn Creek Sec.   1956

#4704

RECEIVED
AUG 1956
FOR FILING
OREGON DISTRICT

ER (1)

1964

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

August 1, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved revised P. S. and E. documents for Oregon Project ER-8(1), Milo-Corn Creek Section of the Tiller-Trail Highway.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 6 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 23 1956
FOR FILING

FR-8(1)
4704

Salem, Oregon
July 18, 1956

C
O
P
Y

C. W. Enfield
Chief Counsel

Attention: R. L. May

Two items appeared on the agenda at the July 12 meeting concerning the cancellation of [illegible] – one [illegible] agenda item 4e involving Angell Bros. who were awarded Contract No. 4704 for embankment repair of the Milo-Corn Creek Section of the [illegible] Highway, Douglas County, and the other was a delegation that appeared before the Commission at 10:30 a. m. on July 13th. In this instance J. Ira McNutt Construction Company refused to accept the award of Contract 4716, grading and paving the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway, Douglas County.

Angell Bros. previously had submitted their check in the amount of $338.30 representing 5% of their bid deposit. J. Ira McNutt Construction Company requested release from payment of the proposal obligation. The Commission approved release of both contracts but required each to pay the amount of their bid bond.

Since returning to Salem I have received a check from the McNutt Construction Company, so both contractors now have fulfilled their obligation in that regard.

You state d that you wanted to prepare the minute entries covering both of these items. This note is a reminder to do so. I would appreciate receiving the entries as soon as possible because one of the items appears early in the meeting and I would like to have the entry so I can proceed with the preparation of the minutes without delay.

Thanks a lot.

H. B. Glaisyer
Secretary

HBG:pp:jmc

File ✓

RECEIVED
JUL 9 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

ER-8(1)
[illegible]

08-35

June 27, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved revised P. S. and E. documents for Oregon Project ER-8(1), Milo-Corn Creek Section of the Tiller-Trail Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JUL 6 1956
STATE [illegible]

RECEIVED
JUN 25 1956
FOR FILING

ER-8(1)

4704

June 20, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise that Angell Bros., low bidder on the Milo-Corn Creek Emergency Relief Project ER-8(1), have refused to accept the award of contract and have forfeited their proposal guarantee in the amount of $336.40. Copies of our correspondence with Angell Bros. in this regard are attached.

With your consent, we will readvertise for bids to be received at our July 13 letting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

Encls.

RECEIVED
AUG 7 1956
FOR FILING

AGENDA
JUL 12 1956
4-C

FR-8 (1)

FORM E-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 15, 1956

Angell Bros.
Box 288
Eastside, Oregon

Gentlemen:

This letter acknowledges receipt of your Check No. 920 in the amount of $338.30 submitted with your letter of June 14, said check being a forfeiture of your bid bond on State Highway Contract No. 4704, which you have declined to accept. Official forfeiture of this bond will require action of the State Highway Commission, which will be taken at its next regular meeting on July 12 and 13.

The forfeiture of this bond does not prohibit your rebidding on the project on which you forfeited your bond or any other project within your prequalification limits.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc State Highway Commissioners
Mr. W. C. Williams
Mr. H. B. Glaisyer ✓
Mr. C. W. Enfield
Mr. S. H. Probert
Mr. C. H. Maison

6/18/56
Check rec'd. and deposited in "Advance Fund" acct. awaiting action by Hwy Com on July 12.
HBG

4C

Box 288
Eastside, Oregon
June 14th, 1956

Mr. W. C. Williams, Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Thank you for your letter of June 12th.

It appears most sensible that we forfeit our award for State Highway contract #4704 due to the error which we explained in our letter of June 8th. We are enclosing, therefore, our check in the amount of $338.30, being 5% of our bid. Please confirm release under our bid bond which was furnished by the American Surety Company.

We understand from your letter that the job will be readvertised and we should like to bid it again if our error will not exclude us. If you will confirm to us that we may resubmit a bid for the July meeting, it will be helpful.

It is our understanding that in some cases in the past the Highway Commission have refunded forfeiture penalty when the bid made was in error due to a mistake such as occurred to us recently. If you think we should furnish further evidence of our error than presented in our letter of June 8th for the Highway Commission's consideration, please let us know.

We can hardly put into words our regrets for the inconvenience that our mistake has caused the Highway Department. We sincerely hope, however, that the mistake not withstanding, we may be able to continue bidding on highway jobs and assure you that every effort will be made to avoid similar situations in the future and if and when we get a job we will do the work in a most satisfactory manner.

Yours very truly

ANGELL BROS.

By: Robert Angell
Robert Angell

[illegible]
W. C. WILLIAMS

RECEIVED
JUN 15 1956
OREGON
STATE HIGHWAY COMMISSION

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

7/12

AGENDA
JUL 1 2 1956

June 12, 1956

Angell Brothers
Box 288
Eastside, Oregon

Gentlemen:

Reference is to your letter of June 8, 1956 addressed to the Oregon State Highway Commission, in which letter you request that your bid on the Milo-Corn Creek Section of the Tiller-Trail Highway be voided owing to your stated position that you had made an error in preparing your bid.

It is necessary that you either immediately accept the contract or notify of your intention not to do so, which will automatically forfeit your bid bond. The matter of the ultimate forfeiture of the bid bond will be a matter for the Highway Commission to determine, and, as the Highway Commission will not meet again until mid-July, it is necessary that you advise immediately of your intentions so that the State may, in the event you do not accept the contract, readvertise the project for bids at the July meeting.

We will appreciate immediate response to this letter with definite advice as to your intentions.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:mo

cc Mr. S. H. Probert
Mr. Forrest Cooper
Mr. C. W. Enfield
Mr. H. B. Glaisyer ✓

54C

RECEIVED
JUN 18 1956
FOR FILING

ER 8/1

June 15, 1956

Angell Bros.
Box 288
Eastside, Oregon

Gentlemen:

This letter acknowledges receipt of your Check No. 920 in the amount of $[illegible] submitted with your letter of June 14, said check being a forfeiture of your bid bond on State Highway Contract No. [illegible], which you have declined to accept. Official forfeiture of this bond will require action of the State Highway Commission, which will be taken at its next regular meeting on July 12 and 13.

The forfeiture of this bond does not prohibit your rebidding on the project on which you forfeited your bond or any other project within your prequalification limits.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc State Highway Commissioners
Mr. W. C. Williams
Mr. H. B. Glaisyer - with check and letter from Angell
Mr. C. W. Enfield
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me fn

RECEIVED
JUN 14 1956
FOR FILING

EP-R-1

4724

June 12, 1956

Angell Brothers
Box 288
Eastside, Oregon

Gentlemen:

Reference is to your letter of June 8, 1956 addressed to the Oregon State Highway Commission, in which letter you request that your bid on the Mile-Corn Creek Section of the Tiller-Trail Highway be voided owing to your stated position that you had made an error in preparing your bid.

It is necessary that you either immediately accept the contract or notify of your intention not to do so, which will automatically forfeit your bid bond. The matter of the ultimate forfeiture of the bid bond will be a matter for the Highway Commission to determine, and, as the Highway Commission will not meet again until mid-July, it is necessary that you advise immediately of your intentions so that the State may, in the event you do not accept the contract, readvertise the project for bids at the July meeting.

We will appreciate immediate response to this letter with definite advice as to your intentions.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. S. H. Probert
Mr. Forrest Cooper
Mr. G. W. Enfield
Mr. H. B. Glaisyer

Box 288
Eastside, Oregon
June 8, 1956

W. C. WILLIAMS

Oregon State Highway Comm.
State Highway Bldg.
Salem, Oregon

Gentlemen:

Upon receiving your notice of award for the State Highway Contract No. 4704 (repair on the Milo-Corn Creek Section of the Tiller-Trail Highway) we found a serious error.

In deciding on the price per yard, we estimated that $3.04 would include all materials and operating costs. We wanted to get the price below the three dollar mark, making the final price $2.99. This would have made our bid $10,166, as we had intended. The idea of getting the price below the dollar line was so prevalent in my mind, that I wrote down $1.99 instead of $2.99. Therefore in passing these figures from ourselves to our bookkeeper, the mistake was made.

We humbly request that our bid be dropped, as it is obvious in the difference between our bid and the next lowest, that there was a mistake on our part.

If we are compelled to accept the bid as it stands, we will do so at a great financial loss.

Whatever course you decide in this matter will be our ultimatum, and we sincerely hope that you will consider this an unconscious and honest error wherein we are at fault.

Respectfully yours,
Robert Angell
Millard Angell
Angell Bros.

REFERRED TO
[illegible]
BY SECRETARY

REFERRED TO
Williams
By State Highway Engineer
Please handle

RECEIVED
JUN 11 1956
OREGON
STATE HIGHWAY COMMISSION

Box 288
Eastside, Oregon
June 8, 1956

W. C. WILLIAMS

Oregon State Highway Comm.
State Highway Bldg.
Salem, Oregon

Gentlemen:

Upon receiving your notice of award for the State Highway Contract No. 4704 (repair on the Milo-Corn Creek Section of the Tiller-Trail Highway) we found a serious error.

In deciding on the price per yard, we estimated that $3.04 would include all materials and operating costs. We wanted to get the price below the three dollar mark, making the final price $2.99. This would have made our bid $10,166, as we had intended. The idea of getting the price below the dollar line was so prevalent in my mind, that I wrote down $1.99 instead of $2.99. Therefore in passing these figures from ourselves to our bookkeeper, the mistake was made.

We humbly request that our bid be dropped, as it is obvious in the difference between our bid and the next lowest, that there was a mistake on our part.

If we are compelled to accept the bid as it stands, we will do so at a great financial loss.

Whatever course you decide in this matter will be our ultimatum, and we sincerely hope that you will consider this an unconscious and honest error wherein we are at fault.

Respectfully yours,
Robert Angell
Millard Angell
Angell Bros.

REFERRED TO
BY SECRETARY

REFERRED TO
Williams
By State Highway Engineer

RECEIVED
JUN 11 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 - 1956
FOR FILING

ER-5(1)
4704

June 6, 1956

Angell Bros.
528- 6th Avenue
Eastside, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4704 for embankment repair on the Milo-Corn Creek Section of the Tiller-Trail Highway, about 18 miles east of Canyonville in Douglas County.

This award was based on your bid of $6,766 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

File

RECEIVED
MAY 17 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 4, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project ER-8(1), Milo-Corn Creek Section of the Tiller-Trail Highway.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

RECEIVED
MAY 15 1956
STATE [illegible] ON

20-4216 Div. No. 3 (North) Oiling 1956
Project
4705

W. C. Williams

January 16, 1957

FINAL COST ANALYSIS

Div. No.3 (North) Oiling
Contract No.4705

Eight Highways
Prefix 20-4216

Oiling
J.C. Compton Company
H. E. Mayfield, Resident Engineer

20-4216

4705 Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of shoulders	6.26	Mile	150.00	81.97	513.14	939.00
Preparation of Base	44.75	Mile	100.00	15.68	701.74	4,475.00
Furn. & Place Aggregates	1,470	Cu.Yds.	5.50	2.85	4,191.15	8,085.00
Haul Aggregates	31,195	Yd.Mi.	.18	.30	9,243.02	5,615.10
Placing Aggregates	6,850	Cu.Yds.	1.60	.74	5,051.63	10,960.00
150-200 Asphalt	762.86	Ton	42.00	38.62	29,462.87	32,040.12
RS-1 Asphalt	30.51	Ton	46.00	38.92	1,187.52	1,403.46
PA#1 Extra for add'l Travel, moving equipment	100%	All	100.00			100.00
Force Account (State Share flagging)						467.07
					$50,351.07	$64,084.75

NOTED
W. C. WILLIAMS

Revenue	$64,084.75
Cost	50,351.07
Profit	$13,733.68

Net Profit equals 21.4% of Total Revenue.

RECEIVED
[illegible] 1957
OFFICE OF
[illegible] ENGINEER

DETAIL OF COST on Contract #4705

Labor:			
Labor and supervision	$11,507.82		
Labor Insurance & Health & Welfare	1,588.08		
		$13,095.90	
Materials:			
Crushed rock 100 C.Y. at $2.25 C.Y	225.00		
Crushed rock 1,355 C.Y. at $1.95 c.y.	2,642.25		
150-200 Asphalt 762.86 Tons at $24.50 ton	18,690.63		
RS-1 Asphalt 30.51 tons or 7,266 gals. at $.1125 per gal.	817.43		
Freight (on Asphalt)			
(a) 150-200 762.86 ton at $6.40 ton	4,991.31		
(b) RS-1 30.51 ton at $6.20 ton	138.79		
		$27,505.41	
Equipment Rentals & Misc. Supplies:			
Equipment rentals, owned	$5,835.60		
Equipment rentals, hired	93.71		
Gas, Oil and Grease	2,249.74		
Bond	640.84		
Small tools & misc. supplies	17.64		
Home Office and Overhead	883.08		
Store Oil, retort fuel	29.15		
		$9,749.76	
Total Cost			$50,351.07

Remarks:

This was a "State Project" calling for 3.5 miles of type 0-30 oil mat wearing surface on highway shoulders, 6.25 miles type 0-11 modified oil mat wearing surface on highway shoulders, 30.40 miles type 0-30 oil mat wearing surface on highway traveled-ways, and 11.11 miles type 0-31 oil mat wearing surface on highway traveled-ways at 18 locations on seven highways: Pacific, Oregon Coast, Willamette, Umpqua, Siuslaw, Territorial, McKenzie and Honeyman Park.

This project was bid and awarded June 4th, 1956. Work was started August 1, 1956 and completed September 14, 1956.

The contractor moved his equipment into the vicinity of Yachats on the Oregon Coast Highway on August the 1st. However he was unable to begin oiling because of rainy weather. His first shipment of 12,800 gallons of oil had to be stored awaiting oiling weather.

The work on oiling actually started on August 6th and work on the Oregon Coast Highway and Honeyman Park was completed to Reedsport, Tuesday, August 7th. The contractor had a difficult time making the aggregate adhere to the pavement because of cool weather, shady areas, and unclean crushed rock that was furnished by the State. The superintendent for Compton recommended that another type oil be used on the coastal areas in future oiling. The aggregates furnished by the contractor and used between MP 223.50 and MP 224.71 was obtained from Umpqua River Navigation at Reedsport, at the cost of $2.25 per cubic yard.

The sections of the Umpqua Highway was completed Friday, August 10th. The contractor then moved to the Oakland-Sutherland Section, thence to Divide-Anlauf and completed both sections Thurdsay, August 16th, The aggregate for the Divide-Anlauf Section was produced and obtained from Cottage Grove Sand and Gravel Company, located near the Row River, about two miles east of Cottage Grove.

The Cottage Grove Sand and Gravel Company had a difficult time producing rock that would meet the required specifications.

The contractor ceased operations on this project to work on a Bureau job.

Operations were resumed on August 28th, on the Willamette and the McKenzie Highways. Both sections were completed this same week. The contractor experienced difficulty in making the extremely dirty rock, furnished by the State, stick to the oil placed on the McKenzie Highway.

The Judkins Point-Goshen section (shoulders) was completed September 4th, the Vienta-Crow and the Monroe-South sections September 7th.

The entire project was completed by September 14th, 1956.

A good profit was made by the contractor because after the weather change from the start of the project, conditions for oiling remained ideal for the balance of the summer.

M. N. Juve
Chief Cost Analysist

By:Gordon K. Hanson

20-4216

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 26, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4705	4-Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25016	8-166132	$ 1,[illegible].44	11/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: None

Completion Date: Sept. 13, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Ass't. Secretary

NOTED ON CARD
g

Warrant Mailed: NOV 27 1956

Ruth Rawlings

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NOV 19 1956
FOR FILING

[illegible]

November 16, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4705 for work performed on Division No. 3 (North) Oiling Project in Lane, Douglas and Benton Counties was completed by the contractor, J. C. Compton, on September 13, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $1,819.44 will be released to the contractor on or after November 26, 1956. The total contract amount is $64,084.75, of which amount $467.07 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Gordon Carey Insurance Agency
33½ Third Street
McMinnville, Oregon

NOTED ON CARD

A

RECEIVED
OCT 26 1956
FOR FILING

20-42[illegible]

4705

October 25, 1956

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. on contract No. 4705, covering the Oiling Project on Division No. 3 (North) on eight highways in Lane, Douglas and Benton Counties. This payment, in the amount of $10,225.28 will be released to contractor on or after November 5, 1956. The retained percentage is $1,925.73.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By__________________________
Floyd Query, Assistant Secretary

rn

cc - Glens Falls Insurance Company
Gordon Carey Insurance Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD
10-25-56
m

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

20-4216

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 9-22, 1956

Section Division No. 3 (North) Oiling Project

Kind of work Oiling

Highway Eight Highways

Section prefix 20-4216

Contractor J. C. Compton Co.

Contract number 4705

Date of contract June 4, 1956

Date of completion Sept. 15, 1956

Date work started Aug. 1, 1956

Estimated date of completion Sept. 14, 1956

Project authorization $99,708.21

Exclusive of Engineering $92,618.87

Per cent of time elapsed 100. %

Estimated cost of completed project, exclusive of engineering $92,618.87

Estimated per cent ~~overrun~~ or underrun 7.76 %

Per cent of contract completed, based on total contract price 92.24 %

Engineering authorization $7,090.44

Engineering cost to date $ 6,830, 96.3 %

Date project was completed Sept. 14, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The work to be done on the McKenzie on State Force Order was completed this week.

1 man spent 2 days determining correct distances for payment of preparation of base.

This will be the last weekly report.

NOTED
FORREST COOPER

Noted
M. N. Juve

NOTED
W. T. WRIGHT

NOTED
L. H. Young

NOTED
[illegible]

RECEIVED
[illegible]

NOTED
D. J. [illegible]

NOTED
V. D. WOLFE

Signed H. E. Mayfield

Address Rm. 5 506½ Main St. Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				50.65	
Miles partially completed					
Miles completed				50.65	
Total estimated quantities (contract)				826 ton 9330 C.Y.	
Total quantities corrected to date				771.27 Ton 8370 C.Y.	
Estimated quantities moved or placed to date				771.27 ton 8370 C.Y.	
Average daily quantities				--	
Average daily quantities necessary to complete project on time				—	
Number shifts per day				—	
Hours per shift				—	
Average force on project for week				—	

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers........., Mixers ...., Crushing or screening plants ....
Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday	cloudy		
Thursday	showers		
Friday	clearing		
Saturday	fair		

RECEIVED
JUL 5 1956
FOR FILING

[illegible]

4705

July 3, 1956

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4705 which was awarded to you June 4, 1956, by the State Highway Commission, covering DIVISION NO. 3 (NORTH) OILING PROJECT in Lane, Douglas and Benton Counties. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

PP
Enclosure

RECEIVED
JUL 5 1956
FOR FILING

FORM [illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1956

SUBJECT: Division 3 Oiling
8 Highways
Contract No. 4705

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 393257, dated June 28, 1956 showing an excess of 15.8 percent passing the 3/4-inch screen in the 1¼"-3/4" crushed gravel being produced at the Cottage Grove S & G Companys' plant on June 26, 1956.

As the quantity of aggregate is small, it will be necessary to reject this aggregate and provide suitable 1¼"-3/4" oil rock.

Will you please instruct the resident engineer to have the contractor adjust his plant and pit operations to produce suitable 1¼"-3/4" crushed gravel.

Also, will you please have the resident engineer to so mark the samples of improved aggregate submitted to the laboratory for tests that it is clear they represent corrected material.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUL 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 1956
FOR FILING

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FORM E-30X—50M—11-55—50226
4705

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1956

SUBJECT: Division 3 Oiling Project
8 Highways
Contract No. 4705

NOTED
W. C. WILLIAMS

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Report No. 393258, dated June 27, 1956, showing an excess of 9.7 percent passing the ½-inch screen, in the 3/4"-1/2" crushed gravel being produced by the Cottage S & G Company.

It would appear from here that a scalping screen would be of assistance in preventing this excess of fines being incorporated in the oil aggregate.

Will you please instruct the resident engineer that the small amount of 3/4"-1/2" aggregate required necessitates rejecting the material tested and obtaining suitable material after adjusting the plant and pit operations.

Will you also, please instruct the resident engineer to so mark the samples of improved aggregate that it is clear they represent corrected oiling material.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams ✓
Ray Webber

RECEIVED
JUL 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 - 1956
FOR FILING

2C-4214

4705

June 6, 1956

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4705 for Division No. 3 (North) Oiling Project on eight highways near McKensie Bridge, Oakridge, Eugene, Reedsport and Florence in Lane, Douglas and Benton Counties.

This award was based on your bid of $67,826.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

23-4217 Ironside-Lancaster Reoiling 1956
Project.
4706

W. C. Williams

A

23-4217
4706

NOTED
W. C. WILLIAMS

September 18th, 1956

FINAL COST ANALYSIS
Reoiling

Ironside-Lancaster Section
Contract #4706
Russell Olson Construction Co., Inc., Contractor
Clair E. Hall, Resident Engineer

John Day Highway
Prefix 23-4217

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	23.74	Mile	$50.00	$18.12	$ 430.16	$ 1,187.00
Hauling Aggregates	11,160	Yd. Mi.	0.15	0.249	2,779.27	1,674.00
Placing "	4,205	Cu. Yd.	1.00	0.553	2,326.86	4,205.00
150-200 Asphalt	336.65	Ton	48.00	39.56	13,319.76	16,159.20
Force Account (Flagging)						186.53
					$18,856.05	$23,411.73

Gross Revenue	$23,411.73
Total Cost	18,856.05
Net Profit	$ 4,555.68

Net Profit Equals 19.46% of Gross Revenue

Detail of Cost

Labor:			
Labor		$3,114.04	
Labor Insurance		205.73	
			$ 3,319.77
Materials:			
150-200 Asphaltic Concrete	336.65 Ton at $23.50	$7,911.27	
Freight on Asphaltic Concrete	336.65 " " 14.20	4,780.43	
			12,691.70
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$1,121.49	
" " , Hired		844.15	
Gas, Oil & Grease		633.06	
Bond		127.46	
Small Tools & Misc. Supplies		25.00	
Home Office & General Overhead		93.42	
			2,844.58
Total Cost			$18,856.05

Remarks:

This was a "State Project" calling for the construction of 23.24 miles of oil mat wearing surface, Type 0-30, on the Ironside-Lancaster Section of the John Day Highway in Malheur County.

This project was bid and awarded June 4th, 1956. Work started July 9th and was completed July 16th.

The contractor moved in his equipment which consisted of one #12 blade, one 3-wheel roller, one 3/8-yard shovel, one power broom, five 5-yard dump trucks and one 1,500-gal. distributor. Rented equipment consisted of two 5-yard dump trucks and one 2-yard cat loader.

The contractor shows a loss on the haul due to cross-hauling of materials as some of the stockpiles in each section would be short of material, causing the contractor to haul from the other section.

The contractor though showing a loss on the haul shows a large profit on the project.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

23-4217
4706

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 29, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4706	2-Final	Russell Olson Construction Co., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18425	H-159526	$ 702.35	8/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: July 16, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-4-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 4 195

Ruth Rawlings

NOTED ON CARD

A

RECEIVED
AUG 23 1956
FOR FILING

33 4217

4706

August 23, 1956

CERTIFIED MAIL

The Home Indemnity Company
L. M. Thompson, Manager
520 Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4706 for work performed on the Ironside-Lancaster Section of the John Day Highway in Malheur County was completed by the contractor, Russell Olson Construction Co.,Inc., on July 16 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $702.35 will be released to the contractor on or after September 4, 1956. The total contract amount is $23,411.73, of which amount $186.53 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

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AUG 10 1956

FOR FILING

23-4217

4706

August 10, 1956

CERTIFIED MAIL

The Home Indemnity Company
L. M. Thompson, Manager
520 Lumbermens Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Co., Inc. on contract No. 4706, for reoiling on the Ironside-Lancaster Section of the John Day Highway in Malheur County. This payment, in the amount of $22,709.38, will be released to the contractor on or after August 20, 1956. The retained percentage is $702.35.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

ORBGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Penland-Williamson Agency
39 S.W. Dorion Ave.
Pendleton, Oregon

NOTED ON CARD

Form E-1-Rev 6-55—1034

23-4217
4706

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 20, 1956

Section Ironside-Lancaster

Kind of work ReOiling

Highway John Day

Section prefix 23-4217

Contractor Russell Olson Const. Co., Inc.

Contract number 4706

Date of contract June 4, 1956

Date of completion August 31, 1956

Date work started July 9, 1956

Estimated date of completion July 16, 1956

Project authorization $ 42,665.06

Exclusive of Engineering $ 39,631.10

Per cent of time elapsed 47 %

Estimated cost of completed project, exclusive of engineering $ 35,090.00

Estimated per cent xxxxxxx or underrun 11 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 3,033.96

Engineering cost to date $ 2,900.00, 95 %

Date project was completed July 16, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Saturday July 14, Blade with broom and two Rollers on the job all day. The excess loose rock is practically negligible and no spots of bleeding showing.

Monday July 16 Blade with broom and one Roller on job all day, job accepted from Contractor.

EA II Engineering Trainee William E. Mortensen transferred to Alvin Wallace, Resident Engineer at Burns, effective Monday morning.

RECEIVED

NOTED
FORREST COO

NOTED
L. H. Young

NOTED
R. D. ASBURRY

Signed Clair E Hall

Address Vale.

NOTED
D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		23.74		23.74	
Miles partially completed					
Miles completed		23.74		23.74	
Total estimated quantities (contract)		4,430		380 ~~[illegible]~~	
Total quantities corrected to date		4,205		336.65	
Estimated quantities moved or placed to date		4,205		336.65	
Average daily quantities		100		8	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				3	
Men				1	
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors				2	

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair Hot		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday	Fair Hot		

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JUN 26 1956
FOR FILING

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[illegible]

June 26, 1956

Russell Olson Construction Co.,Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy each of two contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4706, for reoiling on the Ironside-Lancaster Section of the John Day Highway in Malheur County.

Contract No. 4738, for paving on the Hermiston (Orchard Avenue) Section in Umatilla County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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JUN 6 - 1956
FOR FILING

23-[illegible]

4706

June 6, 1956

Russell Olson Construction Co.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4706 for Ironside-Lancaster Reoiling Project on the John Day Highway, about seven miles northwest of Vale in Malheur County.

This award was based on your bid of $25,492 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

123-4218 Burns-Crooked Cr.-Jordan 1956
Valley Reoiling
4707

RECEIVED
APR 1 - 1957
FOR FILING
123-4218

ROUTED
W. C. WILLIAMS

W C Williams

March 25th, 1957

Burns-Crane, Crane-Scotts
Butte & Jordan Valley

Contract #4707

FINAL COST ANALYSIS

I.O.N. & Crane-Scotts Butte Highways
Reoiling & Rock Production
Babler Bros., Inc., Contractors
Alvin J. Wallace, Resident Engineer

Prefix 123-4218

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	55.9	Mile	$100.00	$25.10	$ 1,402.92	$ 5,590.00
*Furnish and Place Aggregates	3,864	Cu. Yd.	4.75	3.68	14,213.81	18,354.00
Hauling Aggregates	15,474	Yd. Mi.	0.15	0.217	3,358.23	2,321.10
Placing "	5,700	Cu. Yd.	1.00	0.627	3,576.34	5,700.00
150-200 Asphalt	797.26	Ton	50.00	45.28	36,104.34	39,863.00
*3/4"-$\frac{1}{2}$" Cr. Material in Stockpile	2,563.69	Cu. Yd.	3.25	2.481	6,360.52	8,331.99
*$\frac{1}{2}$"-$\frac{1}{4}$" Cr. Material in Stockpile	1,679.09	" "	3.25	2.481	4,165.82	5,457.04
*$\frac{1}{4}$"-#10 Cr. Material in Stockpile	481.93	" "	3.25	2.481	1,195.67	1,566.27
*$\frac{1}{2}$"-#10 Cr. Material in Stockpile	2,452.3	" "	3.25	2.481	6,084.16	7,969.98
*PA #1, $\frac{1}{2}$"-$\frac{1}{4}$" Cr. Material in Stockpile	488.2	" "	0.75	2.284	1,115.05	366.15
*Stockpile Screen Rejection Material	12.57	" "	0.25	0.25	3.14	3.14
*Haul Screen Rejection Material	12.57	Yd. Mi.	0.12	0.12	1.51	1.51
*Haul Adjustment, Favor of Contractor	4,063	Yd. Mi.	0.12	0.12	487.56	487.56
Force Account (State's Share of Flagging)					359.27	359.27
					$78,428.34	$96,371.01

* Work done all or part by N. A. Toole.

	Revenue	Cost	Profit	% Profit
Babler Bros.	$59,629.37	$50,466.44	$ 9,162.93	15.3%
N. A. Toole	36,741.64	27,961.90	8,779.74	23.8%
Total	$96,371.01	$78,428.34	$17,942.67	18.6%

Detail of Cost
Babler Bros., Inc.

Labor:			
Labor & Supervision		$5,465.82	
Labor Insurance		375.78	
Health & Welfare		166.03	$ 6,007.63
Materials:			
150-200 Asphalt	797.26 Ton at $24.50	$19,532.94	
Freight on 150-200 Asphalt	797.26 " " 14.38	11,320.04	30,852.98
Equipment Rentals & Misc. Supplies:			
Equipment Rentals (Owned)		$5,950.57	
Hired Trucks		1,523.28	
Gas, Oil & Grease		2,796.30	
Freight & Cartage		840.00	
P.L. & P.D. Insurance		66.68	
Small Tools & Misc. Supplies		215.20	
Bond		294.60	
Home Office & General Overhead		1,919.20	13,605.83
Total Cost........................			$50,466.44

Detail of Cost
N. A. Toole

Labor:		
Labor & Supervision	$ 9,177.38	
Labor Insurance	703.43	
		$ 9,880.81
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$11,282.27	
Hired Trucks	1,100.00	
Small Tools & Misc. Supplies	959.96	
Gas, Oil & Grease	1,686.41	
Freight & Cartage	986.30	
P.L. & P.D. Insurance	114.71	
Bond	220.45	
Home Office & General Overhead	811.30	
		17,161.40
		$27,042.21
Paid for Stockpiling		919.69
Total Cost		$27,961.90

Breakdown of Crushing

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up (2 Setups)	11,528	Cu. Yd.	$ 4,970.11	$0.431
Haul to Crusher	11,528	" "	5,179.34	0.449
Crushing	11,528	" "	14,807.69	1.284
Haul to Stockpile	7,664	" "	1,514.50	0.197
Cost of Stockpiling at $0.12			919.69	0.12
				$2.481

The crusher operated 274 hours for an average production of 42 cu. yd. per working hour.

Remarks:

This was a "State Project" calling for the construction of 46.65 miles of Type 0-30 oil mat, 9.25 miles of Type 0-31 modified oil mat and furnishing of approximately 7,300 cu. yd. of crushed materials in stockpiles. The project was bid June 4th, 1956; work started July 31st, 1956 and the project was completed October 18th, 1956.

On July 31st, 1956 N. A. Toole, subcontractor on crushing, started moving in a 3-crusher unit into the state-owned gravel pit located .8 mile west of M.P. 50 on the I.O.N. Highway. From this setup most of the aggregates used in reoiling Unit "D" were produced. Then later the subcontractor moved his crushing plant to a gravel pit located 0.5 mile northwesterly of M.P. 24.2 on the I.O.N. Highway, where the balance of the crushed material was produced. The gravel in this pit is very small with lots of fines, causing the rejects to run approximately 60%.

Oiling was started August 7th, 1956 using two 1,500-gal. distributors, two loaders, two brooms, two rollers, one cat blade and ten 6-yard trucks. All asphalt was hauled from Portland in insulated transports. Oiling was completed in eight 11-hour days.

Having good bid prices with good production on crushing and oiling, a large profit was realized from this project.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
JAN 15 1957
FOR FILING
123-4218

4707

January 15, 1957

Shell Oil Company
1220 S. W. Morrison Street
Portland 5, Oregon

Attention: Mr. R. C. Hofstetter

Gentlemen:

Our contract No. 4707 awarded to Babler Bros., Inc., for reoiling and rock production on the I.O.N., Burns-Crane, Crane-Scotts Butte and Jordan Valley Highway was completed October 18 and accepted by the Highway Commission December 17, 1956. Final payment was made on January 4, 1957.

General Casualty Company of America through Dooly & Co., Board of Trade Building, Portland 4, furnished the performance bond for this contract.

This information is in reply to your letter of January 14 concerning Jed Wilson & Son, subcontractors on this project.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FPQ:er

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE CAPITOL 8-7321

January 14, 1957

Re: Jed Wilson & Son
Oregon State Highway
Contract No. 4707

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer

Gentlemen:

We have credit sales of petroleum products to the above-named subcontractor on your contract number 4707, let to Babler Bros., Inc.

We have made no deliveries during the past three months and we imagine that the job has been completed.

We would appreciate your advising us of the completion and acceptance date of this job in order that we might take steps to protect ourselves under the bond.

A self-addressed envelope is enclosed for your convenience and we shall look forward to your reply.

Yours very truly,

Credit Department

RCH:VP

Enclosure

REFERRED TO
BY SECRETARY

RECEIVED
JAN 15 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 7 - 1957
FOR FILING
123-1212
4707

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 4, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4707	4-Final	Bahler Brothers, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28490	H-169646	$ 2,894.43	1/4/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: to Oct. 18, 1956

Completion Date: Oct. 18, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-4-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: 1-4-57
Ruth Rawlings

NOTED ON CARD
JL

RECEIVED
DEC 13 1956

FOR FILING

135-4218

4707

December 12, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4707 for work performed on the Burns-Crooked Creek-Jordan Valley Section of the I.O.N., Burns-Crane, Crane-Scotts Butte and Jordan Valley Highways in Malheur and Harney Counties was completed by the contractor, Babler Bros., Inc., on October 19, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,894.43 will be released to the contractor after acceptance by the Commission. The total contract amount is $96,371.01, of which amount $359.27 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

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NOV 29 1956
FOR FILING

4218

4707

November 28, 1956

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from August 31, 1956 to October 30, 1956 within which to complete your contract No. 4707, covering the Burns-Crooked Creek-Jordan Valley Sections of the I.O.N., Burns-Crane, Crane-Scotts Butte and Jordan Valley Highways in Malheur and Harney Counties.

We are pleased to inform you that the State Highway Commission granted your request to October 18, 1956, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

W. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: A. F. Person,
Division Engineer

Alvin Wallace,
Resident Engineer

Tom Edwards,
Construction Engineer

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NOV 23 1956
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123-4218

4707

November 21, 1956

CERTIFIED MAIL

General Casualty Co. of America
General Insurance Building
Seattle 5, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Brothers, Inc. on contract No. 4707, covering Reoilingand Rock Production on the Burns-Crooked Creek-Jordan Valley Section of the I.O.N., Burns-Crane, Crane-Scotts Butte & Jordan Valley Highways in Malheur and Harney Counties. This payment, in the amount of $9,851.65 will be released to contractor on or after December 1, 1956. The retained percentage is $2,891.03.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

NOTED ON CARD
11-21-56
rm

RECEIVED
OCT 30 1956
FOR FILING

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4707

October 30, 1956

Oregon State Highway Commission

Request for extension of time
No. 20
November 8 and 9 meeting

Gentlemen:

Herewith is a request from Babler Brothers, Inc., for an extension of time on the Burns-Crooked Creek-Jordan Valley Section, Contract No. 4707, from August 31, 1956 to October 30, 1956.

This was a combined maintenance material and oiling project. Due to heavy rains in the spring, the contractor was delayed approximately two months in the crushing of his rock. He completed the oiling portion well within the time limits and completed the rock production on October 18. We have suffered no inconvenience or added cost because of the overrun, and I recommend that the extension be granted to October 18 without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAP:of fn

Form E-1—10M—10-55

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 20, 1956

Section Burns, Crooked Creek-Jordan Valley

Kind of work Oilinr and Rock Production

Highway 4 Highways

Section prefix 123-4218

Contractor Babler Bros., Inc.

Contract number 4707

Date of contract June 4, 1956

Date of completion August 31, 1956

Date work started July 31, 1956

Estimated date of completion October 18, 1956

Project authorization $130,784.06

Exclusive of Engineering $121,483.86

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 111,986.37

Estimated per cent ~~overrun~~ or underrun 8 %

Per cent of contract completed, based on total contract price 99 %

Engineering authorization $ 9,300.20

Engineering cost to date $ 2,762.32, 30 %

Date project was completed October 18, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished crushing at Mile Point 24.2 Thursday October 18, 1956

Field crew of three man remeasuring stockpiles two days this week.

FINAL REPORT THIS PROJECT

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
C. E. PAULSEN

NOTED
COOPER

NOTED
D. J. BARBEE

RECEIVED
OCT 22 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed Alvin J. Wallace

Address Burns, Oregon

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				55.90	
Miles partially completed				55.90	
Miles completed			-	55.90	
Total estimated quantities (contract)			7,300	10,050 840	
Total quantities corrected to date			7,300	9,564 797	
Estimated quantities moved or placed to date			7,300	9,564 797	
Average daily quantities			350		
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			9		

Men X 2

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 4

Men and tractors 2

Equipment used during week: Shovels ...., Power graders ...., Rollers........, Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 2, Compaction rollers ...., Trucks 4, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear	None	
Tuesday	Clear	None	
Wednesday	Clear	None	
Thursday	Rain	None	
Friday	Overcast	None	
Saturday			

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FILING
123-4218

4707

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10th, 1956

SUBJECT: Burns-Crooked Creek-Jordan Valley
Reoiling and Rock Production
Contract No. 4707

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

Reference is made to Laboratory Reports Nos. 404036, 404037 and 404039, dated October 8th, 1956, showing:

(a) For 1/4"-#10 crushed gravel an excess of 11.1 and 27.2 percent retained on the 1/4-inch screen and a 5.9 percent excess of material passing the #10 sieve.

(b) For the 3/4"-1/2" crushed gravel a slight excess of 0.9 percent passing the 1/2-inch screen.

The 1/4"-#10 material produced and represented by Reports Nos. 404036 and 404039 is not acceptable. The 3/4"-1/2" crushed gravel requires a slight adjustment to eliminate some of the fines.

As the amount of 1/4"-#10 required for this project to be produced at the gravel pit is only 800 cubic yards, the 1,000 cubic yards represented by the above reports should not be accepted.

Will you please instruct the resident engineer to have the contractor adjust his pit and plant operations and produce acceptable 1/4"-#10 crushed gravel. Plant screening is suggested to assist the contracter in obtaining the proper gradation.

Also, will you please have the resident engineer so mark the samples of improved aggregate that it is clear they represent corrected crushed gravel.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

NOTED FORREST COOPER

RECEIVED
OCT 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY/WCH:AR

cc to: Forrest Cooper
Ray Webber

RECEIVED

FOR FILE

FORM E-30X—90M—11-56—00825
[illegible]
4707

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1956

SUBJECT: Burns-Crooked Creek-Jordan Valley
4 Highways
Contract No. 4707

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Report No. 400235 dated August 31, 1956 showing 6.3 percent excess above the allowable tolerance for the material passing the ½" screen for the 3/4"-½" crushed gravel being produced from a pit 1,000 feet northwest of M.P. 50.5, I.O.N. Highway.

The laboratory report does not state that the crushed gravel is unsuitable, but 6.3 percent of material smaller than the ½" screen, but 21.3 percent passing the ½" screen is too high for good material.

Will you please instruct the resident engineer to have the contractor so adjust his pit and plant operations that the 3/4"-½" crushed gravel produced will have a gradation such that it will fall inside the tolerances given in Section 2.15.6, page 62 of the Standard Specifications.

Also, will you please have the resident engineer so mark samples of improved aggregate that it is clear they represent corrected material.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

NOTE
FORREST COOPER

LHY-WCH:js

cc Forrest Cooper ✓
Ray Webber

RECEIVED
SEP 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

1-4318

4707

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1956

SUBJECT: Burns-Crooked Cr.-Jordan Valley
Oiling Contract No. 4707

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Report No. 393477, dated August 16, 1956 showing 4.3 percent excess of material passing the #10 sieve for the ¼"-#10 oiling aggregate being produced at M.P. 5.0 on the I.O.N. Highway.

While this excess is not sufficient to cause rejection of the material, steps should be taken to remove the fines and guard against their further increase by scalping.

Will you please instruct the resident engineer to have the contractor so adjust his plant and pit operations that the gradation of the oiling aggregates will fall within the specified band.

Also, please instruct the resident engineer to so mark samples of improved material that it is clear they represent corrected aggregate.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY-WCH:jc

cc Forrest Cooper ✓
Ray Webber

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1956
FOR FILING

123-[illegible]

4707

June 26, 1956

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy each of two contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4707, covering Burns-Crooked Creek-Jordan Valley Section of the I.O.N., Burns-Crane, Crane-Scoots Butte and Jordan Valley Highways in Malheur County.

Contract No. 4717, covering the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUN 6 - 1956
FOR FILING

123-4218

4707

June 6, 1956

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4707 for Burns-Crooked Creek-Jordan Valley Reoiling and Rock Production Project on four highways, near Burns, Crane, Rome and Jordan Valley in Malheur and Harney Counties.

This award was based on your bid of $98,832.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

26-1618 Barbur Boulevard Jct. Inter- 1956
change Illumination
4708

A

-1616
4707

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 21, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4708	2-Final	Trowbridge Electric Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20479	H-161600	$ 4,839.31	9/21/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: Aug. 15, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 3 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 18 1956

FOR FILING
36-1611
[illegible]

September 17, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4708 for work performed on the Barbur Boulevard Junction Section of the Pacific Highway in Multnomah County was completed by the contractor, Trowbridge Electric Co., on August 15, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $4,839.31 will be released to the contractor after acceptance by the Commission. The total contract amount is $7,038.01 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Saint Paul-Mercury Indemnity Co.
Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD
gl

RECEIVED
JUL 6 1956
FOR FILING

[illegible]

4708

July 3, 1956

Trowbridge Electric Company
622 S. E. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith fully executed copies of two contracts which were awarded to you on June 4, 1956:

Contract No. 4719 - Traffic Signals, Newport Section, Oregon Coast Highway, Lincoln County.

Contract No. 4708 - Interchange Illumination, Barbur Boulevard Junction Section, Pacific Highway, Multnomah County.

These copies are sent for your files.

Executed copies of the above contracts are being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUL 5 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JUN 6 - 1956
FOR FILING

26.1617
4708

June 6, 1956

Trowbridge Electric Company
622 S. E. Jackson Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4708 for Barbur Boulevard Junction Interchange Illumination on the Pacific Highway in Multnomah County.

This award was based on your bid of $6,980 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
APR 3 - 1956
FOR FILING

26 1618
47-1

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1956

SUBJECT: Illumination Installation
Portland-Salem Freeway at
Barbur Boulevard

To: P. M. Stephenson
Bridge Engineer
Office

On January 24, 1956 Mr. Williams approved the installation of luminaire units at the junction of the Portland-Salem Freeway and Barbur Boulevard west of Portland. There are attached plans, specifications and cost summaries covering this work. The cost, which is estimated to be $6,600 will be charged to the 1956 Minor Betterment Fund for Illumination Projects to be Selected.

Will you please prepare this installation for letting to contract at the April Meeting of the State Highway Commission.

Crandall
F. B. Crandall
Traffic Engineer

VJ:bc
njs

Attachments

cc: G. S. Paxson
C. H. Maison

RECEIVED
MAR 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 24 1956
FOR FILING

FORM 530—50M—2-55—52966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1956

SUBJECT: Illumination
Interchange US99W and Portland-
Salem Freeway

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

We have a situation at the above indicated location wherein I believe that some illumination is in order. Southbound traffic on Barbur Boulevard destined for the Freeway travels around the horizontal curve downgrade on Barbur and, even with the heavy advance signing, there is some confusion and indecision on the part of motorists in making the move, particularly at night. We have the large double masked-arm directional sign at the split plus two mercury vapor luminaire units. The high level light intensity at this spot location accentuates the dark hole beyond the split and onto the Freeway ramp.

I submit herewith plan showing proposed installation of 12 luminaire units on this ramp connection, estimated to cost $5200. This estimate is based on the cheapest possible wood pole installation anticipating the future development of the Freeway on into Harbor Drive at which time the lighting arrangements would be subject to modification. I might say that of the $5200 expenditure some 30 percent would be salvageable at such time as modification is necessary.

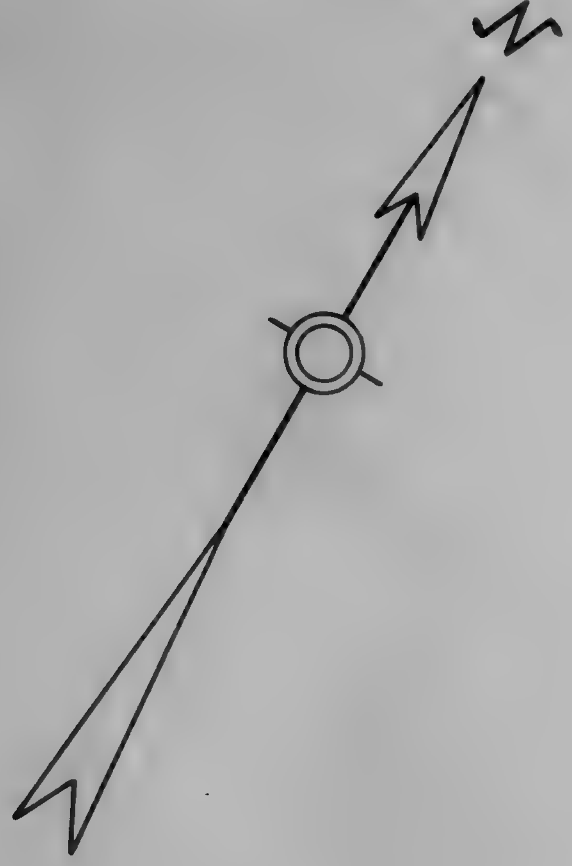
We have sufficient monies in our 1956 Betterment Budget to care for the installation if you approve.

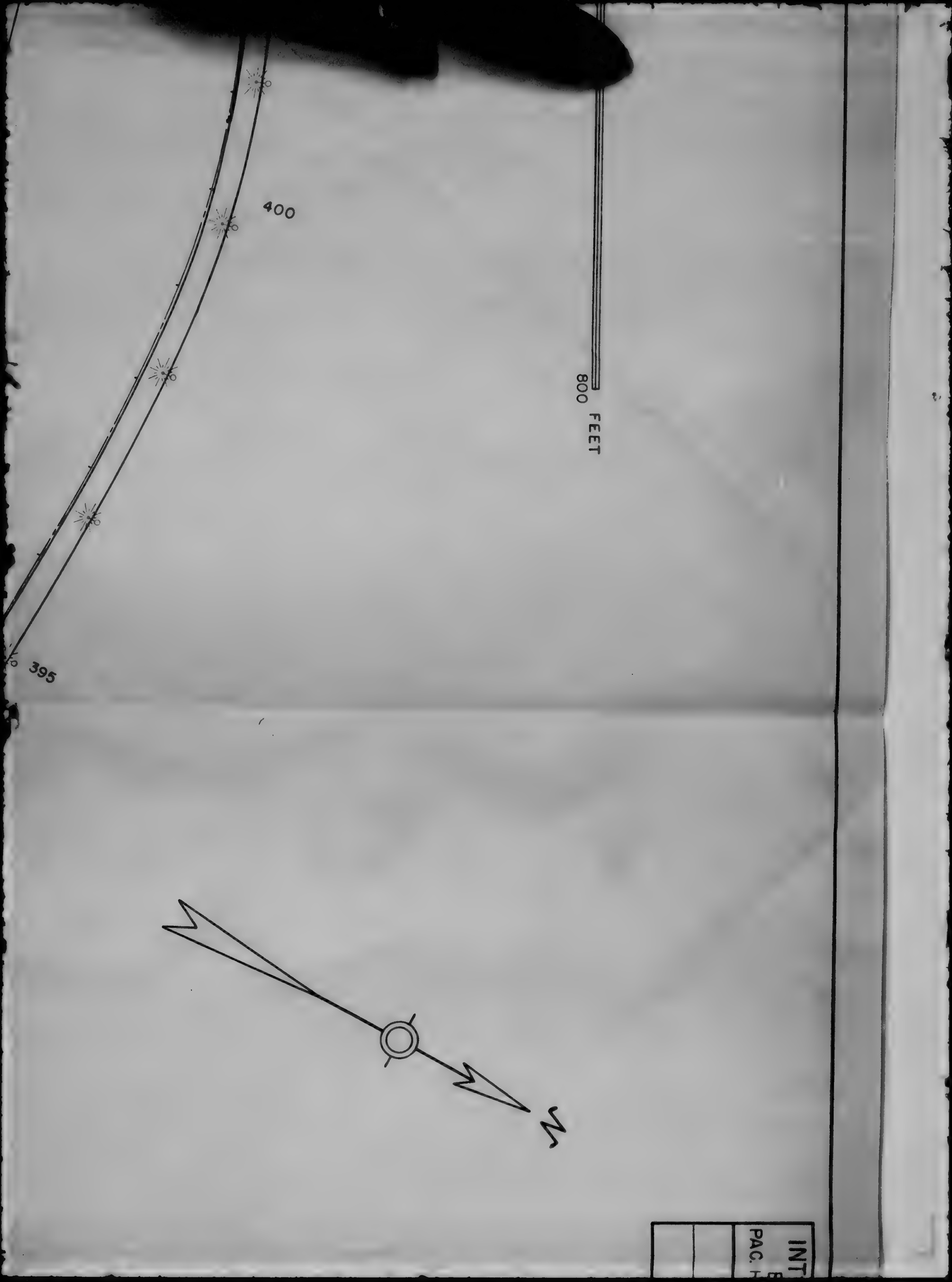
F B Crandall
F. B. Crandall
Traffic Engineer

FBC:ng
Attachment

Original approved by
W C W 1-24-56 and
referred to Mr. Crandall
with notation "Note
Mr. Baldock's request for
one additional light north
of Junction."

INTERCHANGE ILLUMINATION BARBUR BLVD. JUNCTION PAC. HWY. WEST & PORTLAND-SALEM EXPRW. MULTNOMAH COUNTY				SHEET NO.
	OREGON			

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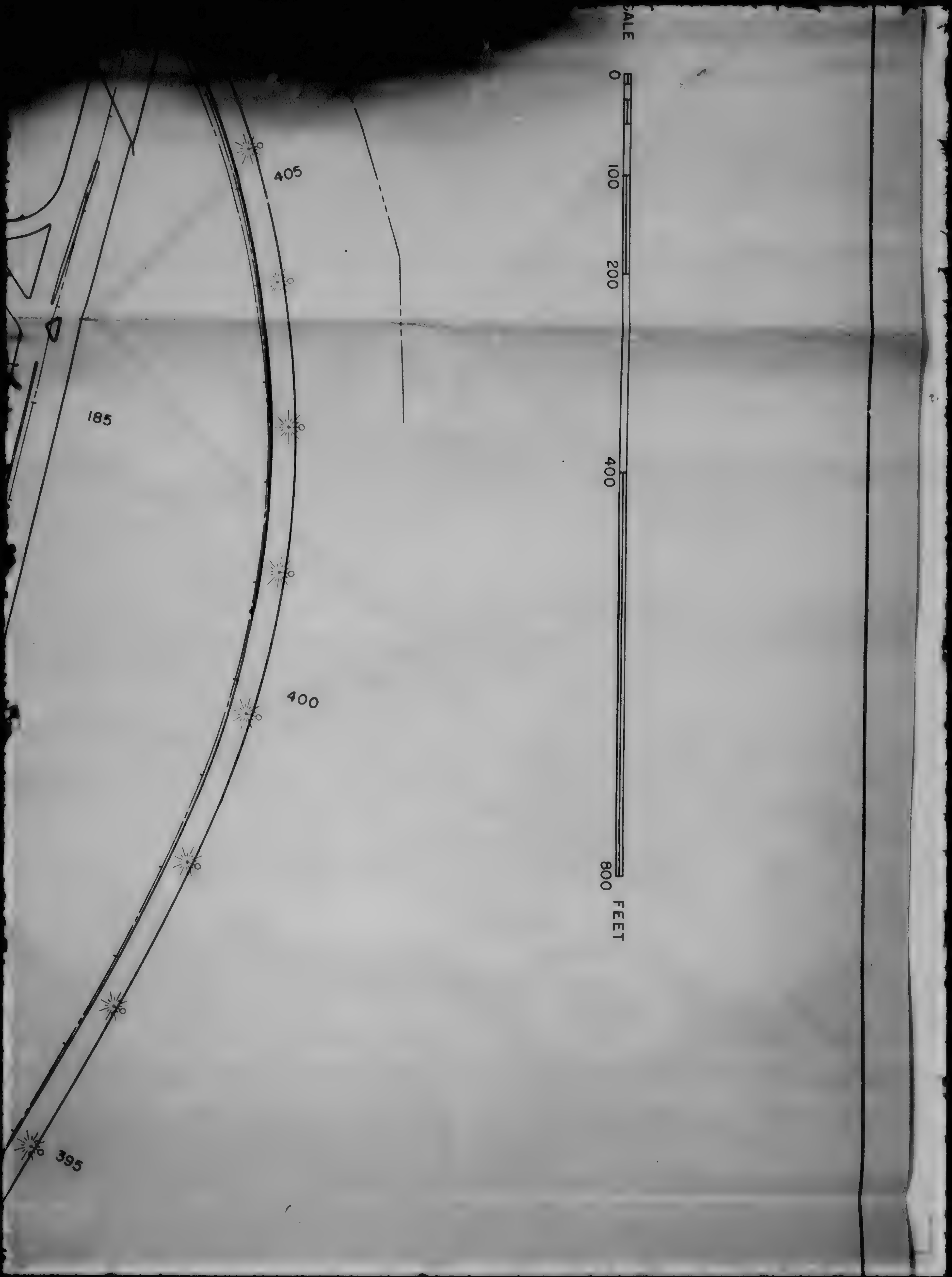
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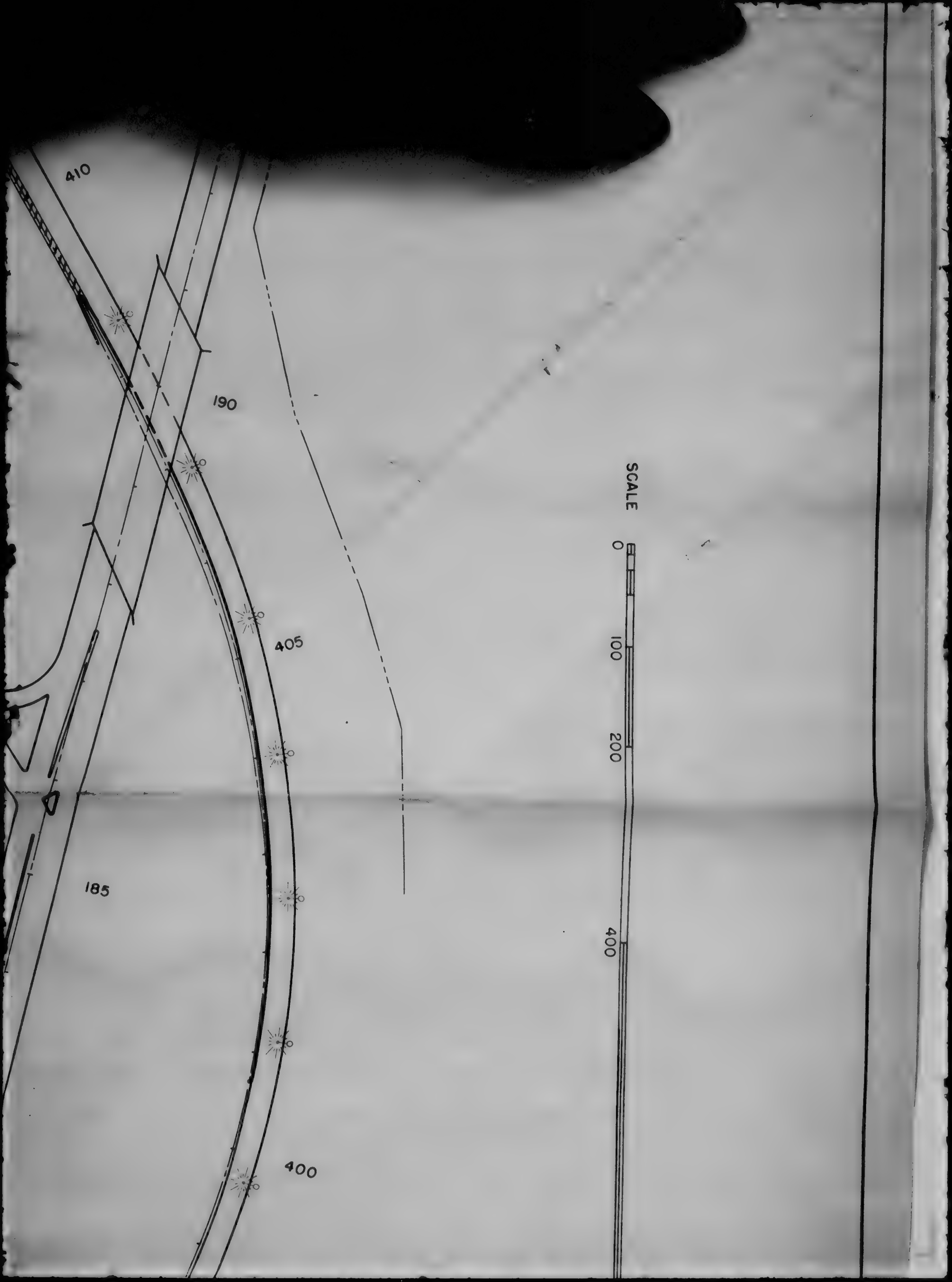
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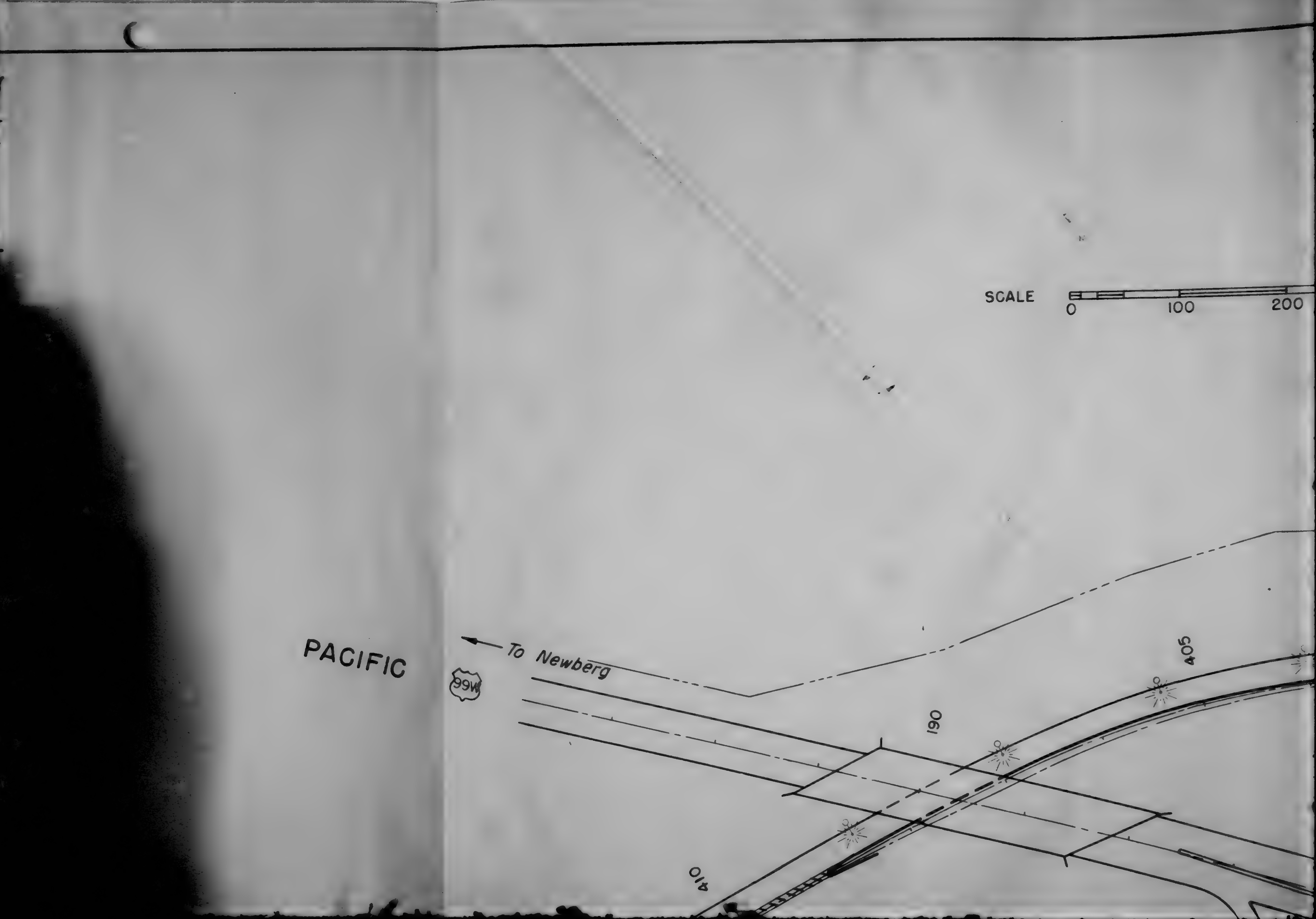
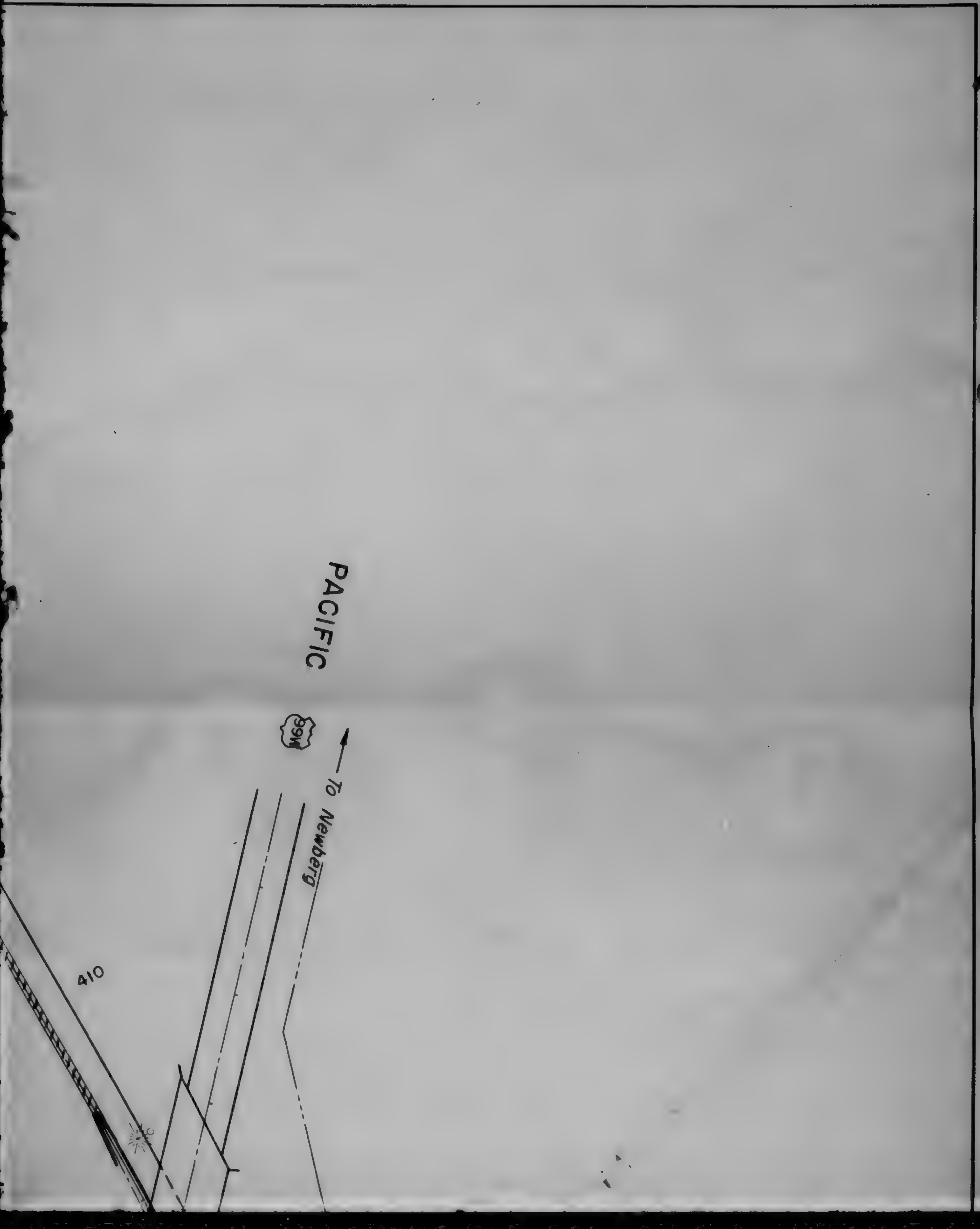
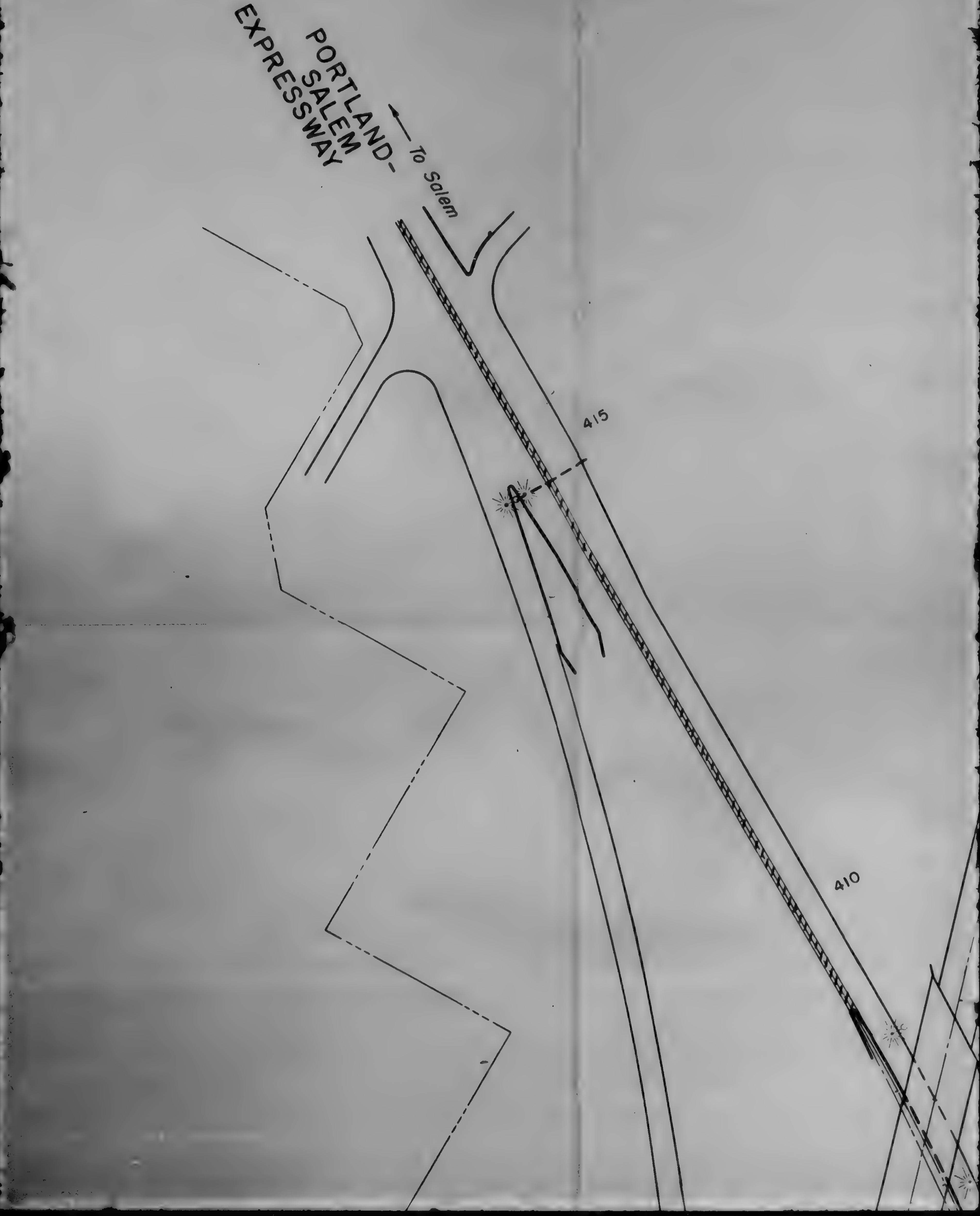
200
400

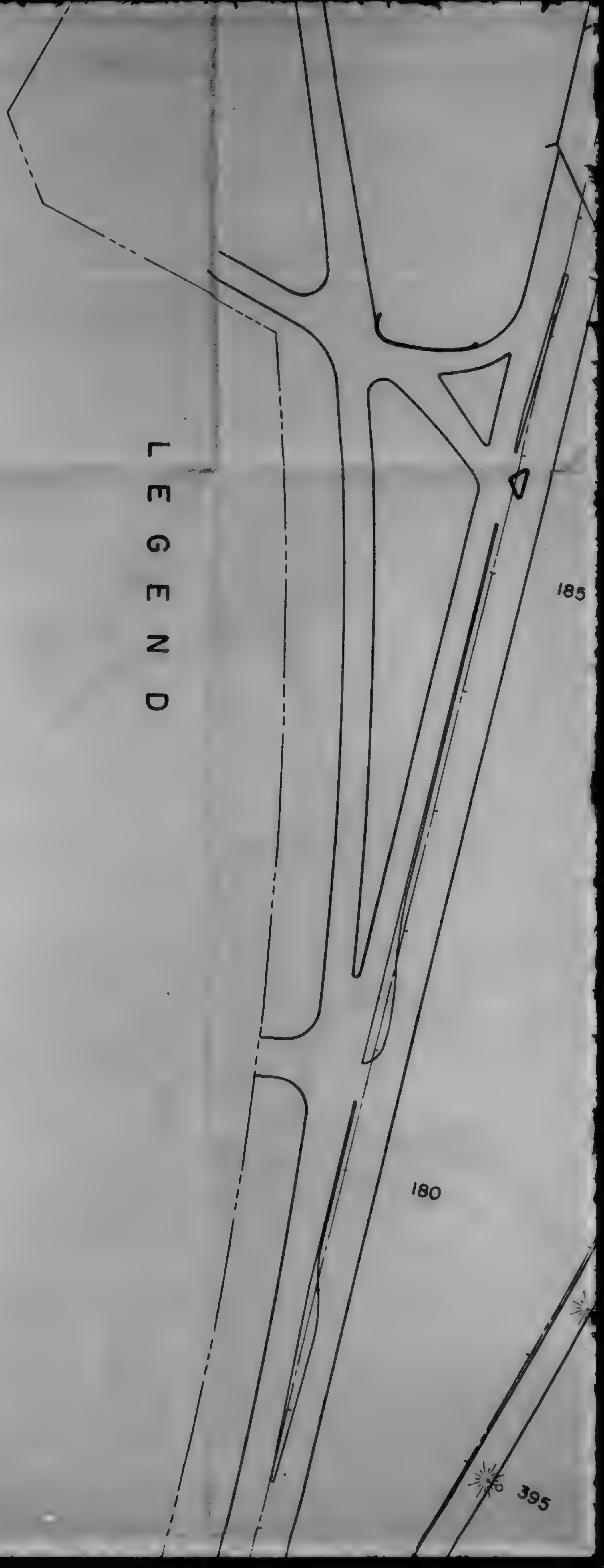

SCALE
0
100
200
PACIFIC
To Newberg
99W
190
405
410

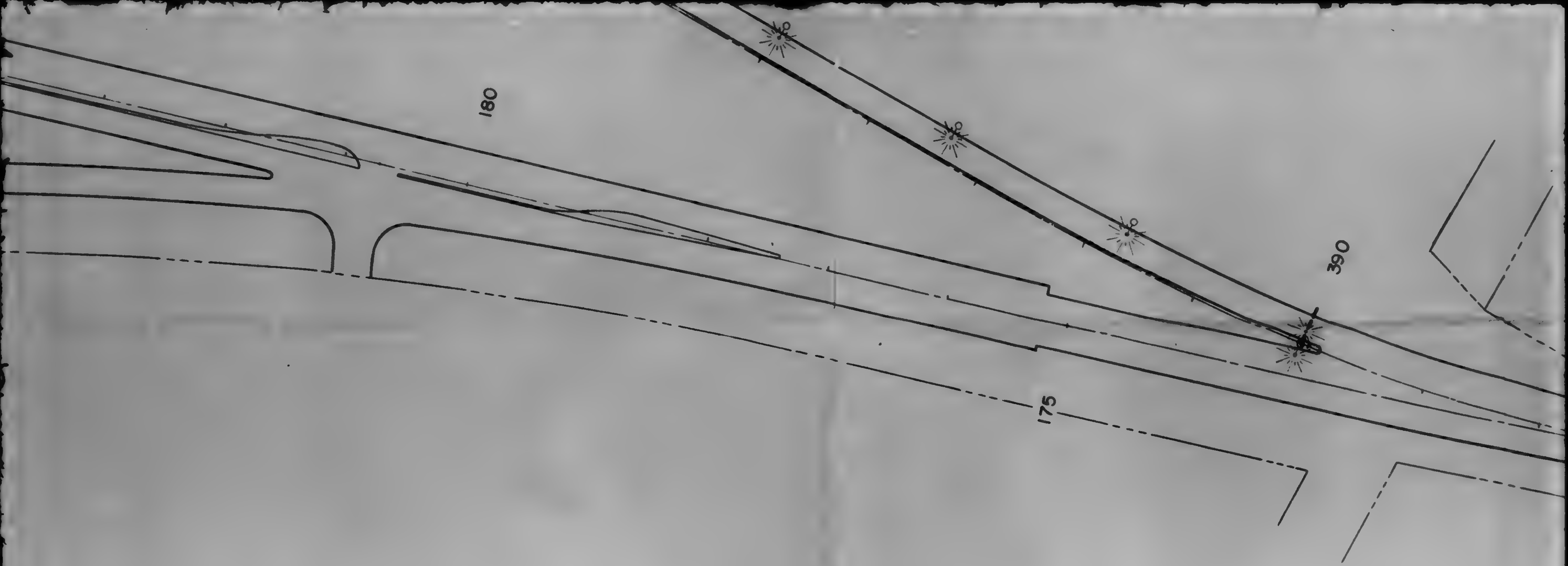

PACIFIC
99W
To Newberg
410


PORTLAND-
SALEM
EXPRESSWAY
To Salem
415
410

410
LEGEND
185

LEGEND



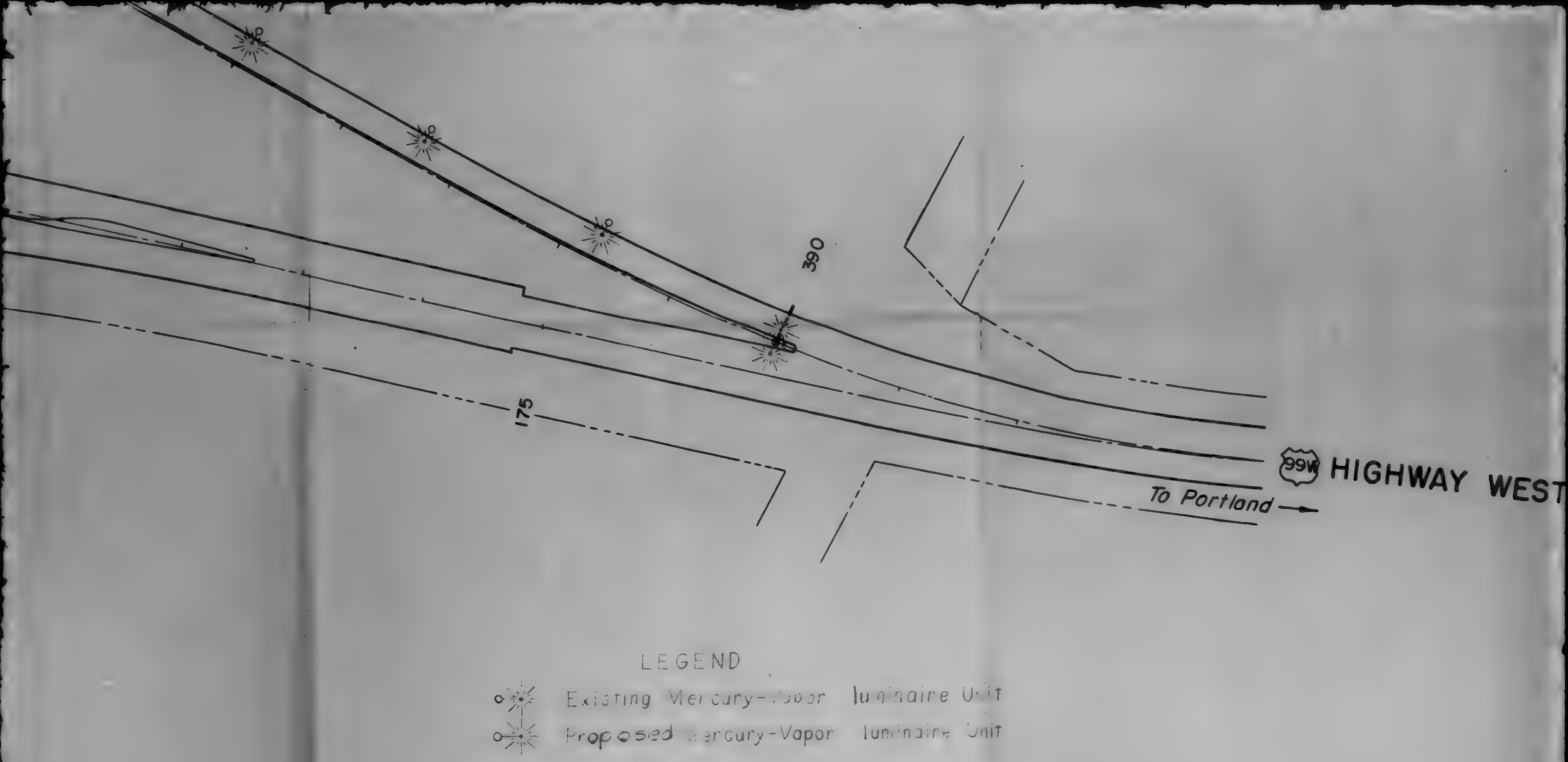


LEGEND

☼ Existing Mercury-Vapor luminaire Unit

☼ Proposed Mercury-Vapor luminaire Unit

Estimated Contract Cost – $5,200.00


390
175
99W HIGHWAY WEST
To Portland
LEGEND
Existing Mercury-Vapor luminaire Unit
Proposed Mercury-Vapor luminaire Unit

Estimated Contract Cost - $5,200.00

LEGEND

✳ Existing Mercury-Vapor luminaire Unit
✳ **Proposed** Mercury-Vapor luminaire Unit

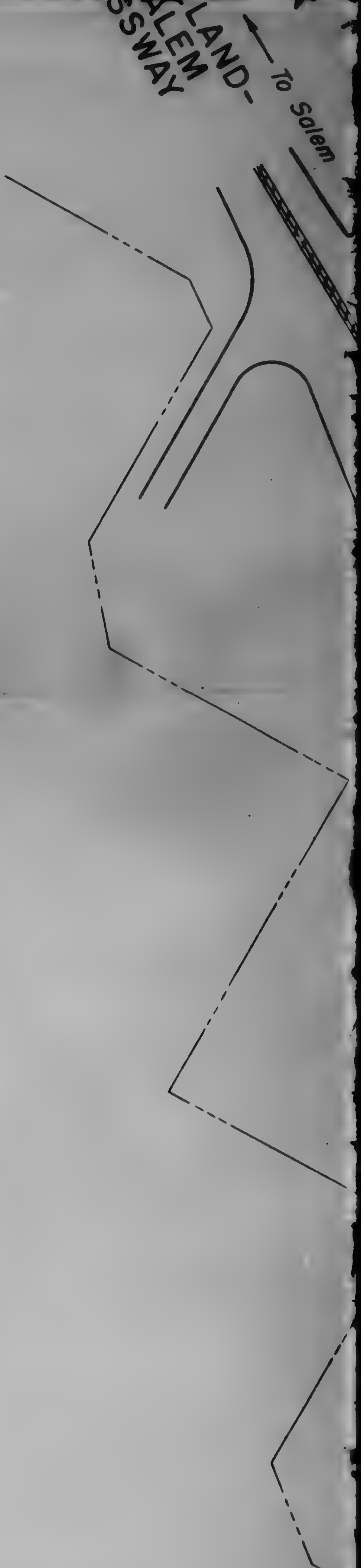
Estimated Contract Cost – $\$5,200^{00}$

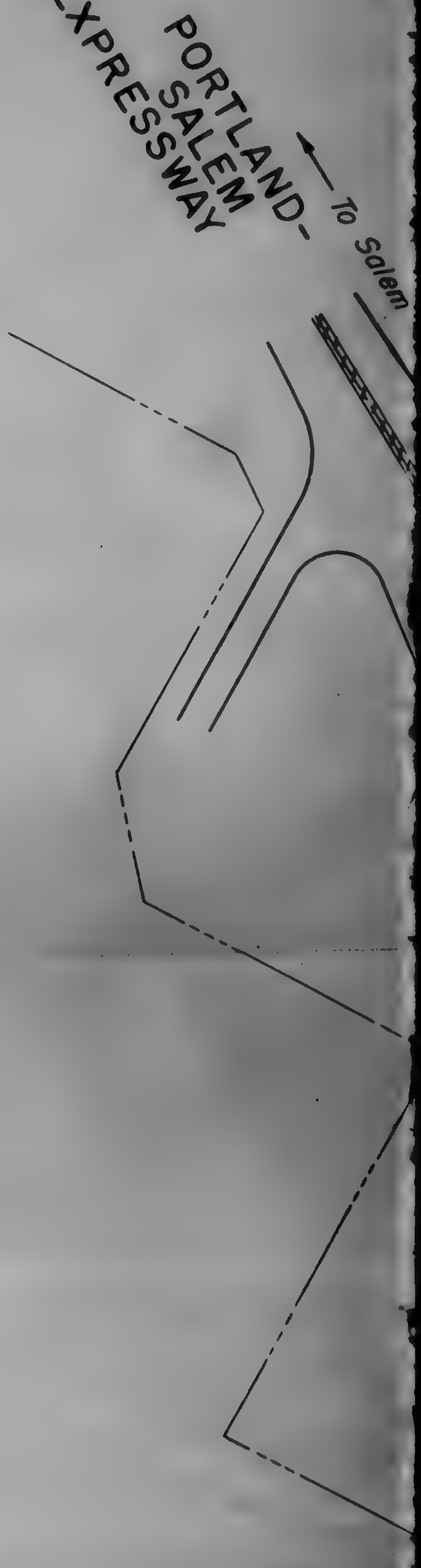
LEGEND

☼ Existing Mercury-Vapor lu

☼ Proposed Mercury-Vapor lu

Estimated Contract Cost -


LAND-
ALEM
SSWAY
To Salem


PORTLAND-
SALEM
EXPRESSWAY
To Salem

26-3321 Rooster Rock State Park 1956

4709

6-3321

ORECON STATE HIGHWAY DEPARTMENT
(date)
April 9, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4709	7-Final	Schrader Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7429	H-177795	$ 3,481.14	4/9/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1956

Time Extensions: to March 31, 1957

Completion Date: Feb. 14, 1957

Date Accepted: Feb. 28, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-9-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

POSTED ON CARD

Warrant Mailed: APR 9 1957

Ruth Rawlings

RECEIVED
MAR 2 1957

FOR FILING

[illegible]

4707

March 27, 1957

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 4709 for work performed on the Rooster Rock Park Facilities in Multnomah County was completed by the contractor, Schrader Construction Co., on February 14, 1957 and was formally accepted by the Highway Commission on February 28, 1957.

Final payment in the amount of $3,481.14 will be released to the contractor on or after April 6, 1957. The total contract amount is $30,511.45, of which amount $446.45 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Standard Accident Insurance Co.
Paul C. Asher, Agent
3030 S.E. Hawthorne Blvd.
Portland, Oregon

NOTED ON CARD

MAR 12 1957

FOR FILING

4709

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

STATE HIGHWAY
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 11, 1957

Schrader Construction Co.
3030 Hawthorne Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on March 1 had under discussion your request for an extension of time from January 1, 1957 to March 31, 1957 within which to complete your contract No. 4709, for constructing Rooster Rock Park Facilities on the Columbia River Highway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:
A. G. Skelton,
Division Engineer

W. E. Mueller,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

FEB 11 1957

FOR FILING

February 6, 1957

Request for extension of time
No. 6
February 28 and March 1 meeting

Oregon State Highway Commission

Gentlemen:

Re: Rooster Rock Park Facilities
Contract No. 4700

Schrader Construction Company, contractors on the Rooster Rock Park Facilities on the Columbia River Highway in Multnomah County, has requested a second extension of time from December 31, 1956, to March 31, 1957, in which to complete the project.

All work has been completed with exception of testing water lines. This work cannot be done until the arrival of warmer weather.

It is recommended that this second extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PHG/mm

Attached

Note: This contract does not carry the liquidated damage provision.

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
DEC 28 1956
FOR FILING
36-2225
4709

December 27, 1956

Schrader Construction Co.
3030 S. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from October 31, 1956 to January 1, 1957 within which to complete your contract No. 4709, covering the construction of Rooster Rock Park Facilities in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. O. Skelton,
Division Engineer

Warren E. Mueller,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

DEC 11 1956

FOR FILING

NOTED
C. A. GARDNER

December 10, 1956

Request for extension of time
No. 8
December 17 and 18 meeting

Oregon State Highway Commission

Gentlemen:

Re: Rooster Rock Park Facilities
in Multnomah County
Contract No. 4709

Schrader Construction Company, contractors on the Rooster Rock Park Facilities on the Columbia River Highway in Multnomah County, has requested an extension of time from October 31, 1956, to January 1, 1957, in which to complete the project.

The contractor was unable to start work immediately after the awarding of the contract due to high water in the Columbia River. This high water affected the grading work to be done under the contract. Also road construction work under another contract in this area delayed the contractor's operations. At the present time all work has been completed with exception of a small amount of grading.

As there is no inconvenience to the public by this delay, nor will the State incur any additional expense, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS/mm
Attached

NOTED
STEPHENS

JUL 5 1956 D
FOR FILING

July 3, 1956

Schrader Construction Co., Contractor
3030 S. E. Hawthorne Boulevard
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4709 which was awarded to you June 4, 1956, by the State Highway Commission, covering ROOSTER ROCK PARK FACILITIES in Multnomah County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

pp
Enclosure

NOV 27 1956

FOR FILING

26-2201

4109

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 29, 1956

Mr. D. J. Callahan
Manager of Properties
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

P 662

Re: File No. 24507
Rooster Rock Park
Troutdale-Dodson Section
Columbia River Highway
Multnomah County

Dear Joe:

Herewith I am returning to you original and duplicate copy of pipe line crossing agreement at Rooster Rock, in Multnomah County, which have been executed by the State Highway Commission.

It is my understanding that after execution by the Railroad Companies one copy will be returned. It will expedite matters if you address the communication to my attention.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUSA
Assistant Counsel

NOTED
H. B. GLAISYER

JWD:WH
Encl.
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. G. Skelton
Mr. C. H. Armstrong
Mr. H. B. Glaisyer ✓

REFERRED TO
BY SECRETARY

Filed as [illegible]

Page 97

Salem, Oregon
June 28, 1950

File No. 21607
Rooster Rock Park
Troutdale—Dodson Section
Columbia River Highway
Multnomah County

Mr. [illegible]
Assistant Counsel
O f f i c e

Attached hereto for further handling are two copies of a pipe line agreement with Oregon-Washington Railroad and Navigation Company, Union Pacific Company, covering the construction of a pipe line under the railroad tracks, near Rooster Rock, on the Lower Columbia River Highway. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully executed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

[illegible]

page 9

FORM 830—12½M—6-55—66209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 22, 1956

SUBJECT: File No. 24507
Rooster Rock Park
Troutdale-Dodson Section
Columbia River Highway
Multnomah County

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you for execution by the State Highway Commission original and first copy of pipe line agreement with Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, covering the construction of a pipe line under the railroad tracks, near Rooster Rock, on the Upper Columbia River Highway.

After execution by the State Highway Commission, please return both copies to me for further handling.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. G. Skelton
Mr. C. H. Armstrong

JUN 6 - 1956

FOR FILING

4709

June 6, 1956

Schrader Construction Co.
3030 S. E. Hawthorne
Portland 15, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4709 for construction of park facilities at Rooster Rock State Park, approximately 23 miles east of Portland on the Columbia River Highway in Multnomah County.

This award was based on your bid of $31,162.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson
C. H. Armstrong

26-1071 Columbia River Hwy. Undercrossing 1956
4710

A

[redacted] [redacted]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 19, 1957

26-127

4710

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4710	7-Final	Inland Construction Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
3251	H-173598	$ 4,053.56	2/19/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Jan. 31, 1957

Time Extensions: None

Completion Date: Dec. 28, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-19-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

ON CARD

Warrant Mailed: FEB 19 1957

Ruth Rawlings

FOR FILING

February 5, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

State highway contract No. 4710 for work performed on the Rooster Rock Park Interchange Section of the Columbia River Highway in Multnomah County was completed by the contractor Inland Construction Co., on December 28, 1956 and formally accepted by the State Highway Commission January 22, 1957.

Final payment in the amount of $4,053.56 will be released to the contractor on or after February 15, 1957. The total contract amount is $76,918.69, of which amount $63.53 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

NOTED ON CARD

2-5-57

JAN [illegible] 1957
FOR FILING

January 18, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Inland Construction Co. in connection with contract No. 4710, for constructing Rooster Rock Park Interchange Undercrossing on the Columbia River Highway in Multnomah County. This payment in the amount of $5,582.68 will be released to the contractor on or after January 28, 1957. The retained percentage is $2,253.56.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

FOR FILING

June 28, 1956

Inland Construction Company
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4710, which was awarded to you by the State Highway Commission on June 4, covering Columbia River Highway Undercrossing at Rooster Rock Park Interchange on the Columbia River Highway in Multnomah County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

ORECON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

FOR FILING

June 28, 1956

Inland Construction Company
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4710, which was awarded to you by the State Highway Commission on June 4, covering Columbia River Highway Undercrossing at Rooster Rock Park Interchange on the Columbia River Highway in Multnomah County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

ORKGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

134-1096 Banks Sec. of Nehalem Hwy. 1956

4711

RECEIVED
JUL 26 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 24, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4711	3-Final	Rogers Construction Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
16263	H-186646	$ 480.34	7/24/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: May 17, 1957

Completion Date: May 17, 1957

Date Accepted: June 27, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: July 24, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 25 1957

Ruth Rawlings

RECEIVED
JUL 10 1957
FOR FILING

CERTIFIED MAIL July 9, 1957

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Mr. Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 4711 for work performed on the Banks Section of the Nehalem Highway in Washington County was completed by the contractor, Rogers Construction Co., on May 17, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $480.34 will be released to the contractor on or after July 19, 1957. The total contract amount is $13,971.61, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 2 1957
FOR FILING

124-1176

4711

July 1, 1957

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 27 and 28, 1957 had under discussion your request for an extension of time from Aug. 31, 1956 to June 30, 1957 within which to complete your contract No. 4711, for grading and paving on the Banks Section of the Nehalem Highway in Washington County.

We are pleased to inform you that the Highway Commission granted an extension of time to May 17, 1957, the actual completion date of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
A. G. Skelton
William E. Maltby

RECEIVED
JUN 14 1957
FOR FILING

4711

June 14, 1957

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Mr. Sheridan J. McCarthy

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction Company a portion of the funds heretofore retained by the Commission on Contract No. 4711, for grading and paving on the Banks Section of the Nehalem Highway in Washington County.

This payment in the amount of $7,389.27, reduces the retained percentage to $500.00. This payment will be released on or after June 24, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

cc: Pallett, Fisher & Carle, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

A

RECEIVED
JUL 2 1957
FOR FILING

124-1996

4711

July 1, 1957

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 27 and 28, 1957 had under discussion your request for an extension of time from Aug. 31, 1956 to June 30, 1957 within which to complete your contract No. 4711, for grading and paving on the Banks Section of the Nehalem Highway in Washington County.

We are pleased to inform you that the Highway Commission granted an extension of time to May 17, 1957, the actual completion date of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Tom Edwards
A. G. Skelton
William E. Maltby

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 24, 1957

Section Banks City Streets

Kind of work Grading & Paving

Highway Nehalem County Washington

Section prefix 134-1096

Contractor Rogers Const. Co.

Contract number 4711

Date of contract June 4, 1956

Specified work days August 31, 1956

Date work started April 22, 1957

Work days used

Project authorization $ 17,116.88

Exclusive of engineering $ 15,215.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 13,991.27

Estimated per cent overrun or underrun - 8.0 %

Per cent of contract completed, based on total contract price 92 %

Engineering authorization $ 1,217.20

Engineering cost to date $ 1,217.20, 100 %

Date project was completed May 17, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on May 17, 1957 and the semi-final notes forms are being completed.

Form E 233 was mailed 5-21-57 when contractor finished moving his equipment from project.

Noted
M. N. Juve

CONSTRUCTION [illegible]
REC [illegible]

NOTED Eg B

Signed William E. Maltby

Address Banks, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 136

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Banks City Streets

For Week Ending May 24, 19 57

Highway Nehalem County Washington

Kind of work Grading & Paving

Contractor Rogers Const. Co.

Section prefix 134-1096

Date of contract June 4, 19 56

Contract number 4711

Date work started April 22, 19 57

Specified work days August 31, 1956

Work days used

Project authorization $ 17,116.88

Exclusive of engineering $ 15,215.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 13,991.27

Estimated per cent overrun or underrun - 8.0 %

Per cent of contract completed, based on total contract price 92 %

Engineering authorization $ 1,217.20

Engineering cost to date $ 1,217.20, 100 %

Date project was completed May 17, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on May 17, 1957 and the semi-final notes forms are being completed.

Form E 233 was mailed 5-21-57 when contractor finished moving his equipment from project.

Noted
M. N. Juve

NOTED EgB

Signed William E [illegible]

Address Banks, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.237	0.237			0.237
Miles partially completed	0.237	0.237			0.237
Miles completed	0.237	0.237			0.237
Total estimated quantities (contract)	1060	1100			650
Total quantities corrected to date	1060	1040			650
Estimated quantities moved or placed to date	1060	1040			650
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
MAY 23 1957
FOR FILING

4711

May 22, 1957

Oregon State Highway Commission

Request for extension of time
No. 1
June 27 and 28 meeting

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the Banks Section of the Nehalem Secondary Highway, Contract No. 4711, from August 31, 1956 to June 30, 1957.

The contractor on this section also had the contract for the Glenwood-North Plains Section of the Wilson River Highway and, at our request, deferred the work on this project in order to expedite the Wilson River Section. We have not suffered any inconvenience because of the overrun. This project was actually completed May 17, 1957, and I recommend that the extension be granted to and including that date without penalty.

This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

EAP:ob fn

RECEIVED
JUN 26 1956
FOR FILING

R4-1

4711

June 26, 1956

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4711, which was awarded to you by the State Highway Commission on June 4, for grading and paving on the Banks Section of the Nehalem Highway in Washington County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUN 6 - 1956
FOR FILING

134-1096
4711

June 5, 1956

Rogers Construction Company
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4711 for grading and paving the Banks Section of the Nehalem Highway at Banks in Washington County.

This award was based on your bid of $15,015, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAY 23 1957
FOR FILING

4711

May 22, 1957

Oregon State Highway Commission

Request for extension of time
No. 1
June 27 and 28 meeting

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the Banks Section of the Nehalem Secondary Highway, Contract No. 4711, from August 31, 1956 to June 30, 1957.

The contractor on this section also had the contract for the Glenwood-North Plains Section of the Wilson River Highway and, at our request, deferred the work on this project in order to expedite the Wilson River Section. We have not suffered any inconvenience because of the overrun. This project was actually completed May 17, 1957, and I recommend that the extension be granted to and including that date without penalty.

This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

EAP:ob fn

RECEIVED
APR 4 1956
FOR FILING

134-1096

4711

5917
6351

MISC. CONTRACTS and
AGREEMENTS No. 1713

April 3, 1956

Bernice Bishop, City Recorder
City Hall
Banks, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Banks covering the widening of a portion of Main Street, this street being the route of the Nehalem Highway.

Very truly yours

ORECON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

P.S. One fully executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
MAR 27 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
March 26, 1956

6381

Agreement between State and
City of Banks

Mr. H. B. Glaisyer

Herewith two copies of an agreement between the State Highway Commission and the City of Banks relative to the widening of a portion of Main Street in that city, this street being the route of the Nehalem Highway. The City has already deposited with the State the sum of $3,500 as its share of the project. This agreement is ready for execution by the State Highway Commission.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

MAR

FORM E-30 25M 9 51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1956

SUBJECT: Agreement between State and City of Banks

To:

Mr. H. B. Glaisyer

Herewith two copies of an agreement between the State Highway Commission and the City of Banks relative to the widening of a portion of Main Street in that city, this street being the route of the Nehalem Highway. The City has already deposited with the State the sum of $3,500 as its share of the project. This agreement is ready for execution by the State Highway Commission.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

AUTHORIZED BY HIGHWAY CO[illegible]
DATE Sept. 22, 1955 - Agenda items 4j
HB Glaisyer
Secretary

FORM 230—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1956

SUBJECT: Assignment #6381

To: Mr. W. C. Williams
OFFICE

Attached are three copies of an agreement covering the Banks Section of the Nehalem Highway in the city of Banks.

The city has made an advance deposit of $3,500 as its share in the cost of the project.

This completes Assignment #6381.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECEIVED
MAR 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: **February 16, 1956** No. **6381** By **WCW**

Description: **Letter of January 31 by Luther L. Jensen enclosing agreement forms between State and City of Banks relative to construction of Nehalem Highway, known as Main Street, in Banks.**

Acknowledged by_____ Referred to **Cattrall**

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: **For execution by city officials, if ok.**

PLEASE RETURN TO
W. C. WILLIAMS

Executed 3 26 56 Report Received__________

IGHWAY DEPARTMENT
ENT CORRESPONDENCE

, Oregon
31, 1956

JBJECT: Agreement between State and City of Banks relative to construction of Nehalem Highway known as Main Street in the City of Banks

greement forms to be entered into he widening of the Nehalem Highway

C. W. ENFIELD
Chief Counsel
Luther L. Jensen
By
LUTHER L. JENSEN
Clerk

LLJ:dm
Encl.

RETURN TO
W. C. WILLIAMS

RECEIVED
FEB 17 1956
ENG
COUNTY & CITY RELATIONS

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—80M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1956

SUBJECT: Agreement between State and City of Banks relative to construction of Nehalem Highway known as Main Street in the City of Banks

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Enclosed herewith are agreement forms to be entered into with the City of Banks covering the widening of the Nehalem Highway within the City of Banks.

C. W. ENFIELD
Chief Counsel
Luther L. Jensen
By
LUTHER L. JENSEN
Clerk

PLEASE RETURN TO
W. C. WILLIAMS

LLJ:dm
Encl.

RECEIVED
FEB 17 1956
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
FEB 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 01 1955
FOR FILING

[illegible]

4711

4g
1-2

October 11, 1955

Mr. Merle G. Bryan
City Recorder
Banks, Oregon

Dear Mr. Bryan:

You have had some correspondence with our County and City Relations Engineer, Mr. John W. Cattrall, regarding the construction of curbs and the widening of the pavement on the Nehalem Secondary Highway through your city, particularly for a distance of 1,200 feet through the business district; and in the letter dated July 16, 1955 to the attention of our Division Engineer, Mr. A. G. Skelton, Portland, you advised that your city has on hand State Tax Street funds in the amount of $3,500 which the City is willing to contribute toward the cost of the improvement.

An engineering investigation has been made of the project that you had in mind, and the findings were reported to the State Highway Commission at its meeting on September 22. You will be pleased to know that the Commission approved the project, which is estimated to cost $14,000.00, and authorized the Engineer to advertise it for bids in 1956 on the condition that the City will contribute $3,500.00 toward the expense, which leaves a balance of $10,500 to be paid by the State.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

RECEIVED
SEP 14 1955
FOR FILING

September 13, 1955

Oregon State Highway Commission

Gentlemen:

In June of this year the City of Banks addressed a letter to John W. Cattrall, County and City Relations Engineer, requesting the widening of the Nehalem Secondary Highway through Banks to a width of 40 feet, with necessary curbs, for a distance of 1,200 feet, which distance encompasses all of the business district. The City indicated that it would attempt to cooperate in the said improvement. We have made an investigation and determined that the cost of the requested improvement is $14,000, and, upon presentation of this estimate to the City, it agreed to contribute, in cash, 25 per cent of the cost of the project, which would be, on the $14,000 estimate, $3,500.

The average daily traffic on the Nehalem Highway through Banks is 1,800 vehicles, but it is anticipated that this will be increased considerably by traffic which will be generated to this highway by reason of the traffic interchange that is to be constructed a short distance south of Banks between the Nehalem Secondary Highway and the new Wilson River Highway now under construction.

The existing surfacing is only 20 feet wide and has only gravel shoulders 10 feet wide, which, of course, is quite dusty in the summertime and subject to water potholes in the winter. It would be a definite improvement to the city of Banks if the highway could be widened and curbs installed. On the basis that the City has shown its willingness to cooperate in the improvement to the extent of 25 per cent, I recommend that you authorize this project as a state construction project in 1956 on an estimated basis of $10,500 State costs, with the additional $3,500 cost to be furnished by the City.

This matter will be on the agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. J. W. Cattrall
Mr. S. H. Probert
Mr. [illegible] Maison

WCW:me lg

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached is a letter from the city of Banks, together with your file on this subject, stating that they will contribute $3,500 towards the improvement of Main Street.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:mm
Att.

RECEIVED
SEP 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF BANKS
BANKS, OREGON

31 August 1955

NOTED
J. W. CATTR [illegible]

Oregon State Highway Commission
County and City Relations
Salem, Oregon

Attention: Harold C. Ayers, Field Engineer ✓

Gentlemen,

At a special Council meeting held last evening it was voted to appropriate $3500.00 and hold it available for your call in connection with the main street improvement program. The Highway Commission has offered to go ahead with this improvement provided the City of Banks would contribute $3500.00 to the cost.

We desire to go ahead with the curbing and paving on the South end of Main Street. You may proceed with the assurance that the $3500.00 is waiting for your call.

Since we feel we are paying for 100% of the curbing cost however, we might just mention the fact that there are a few feet on the North end of Main which are uncurbed at the present time. We are not in a position to put any more money into this nor would we desire that you postpone or change present plans. If you would see fit however to complete this job once and for all on the entire length of Main Street, we would of course welcome the improvement. Since you do not contemplate doing this work until 1956, you could perhaps do a little investigating before the job reaches the contract stage.

Thank you for your cooperation.

Yours very truly

Merle G. Bryan
Merle G. Bryan
Recorder

RECEIVED
SEP - 1 1955
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
SEP 1 1955
OREGON
STATE HIGHWAY COMMISSION

W. C. Williams

FORM 230—50M—2-53—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

Your Assignment #5917 referred to the matter of placing curbs and widening the pavement in the city of Banks. This matter was initiated by a letter from Merle G. Bryan, Recorder of the City of Banks, to John Cattrall. We have made an estimate of cost of doing the work which for a 40-foot section is $13,300.

It would seem to me that if the project is to be done curbs should be placed at 22 feet for a 44-foot section wherever there are runs of sufficient length where curbs are not now in existence to justify this width; 40 feet allows only for two 12-foot travel lanes against the parking which is quite narrow. Where curbs are already in place I would not disturb them.

I recommend that we use a figure of $15,000 as an estimate for the job.

I am also attaching copy of a letter from Skelton which explains the project in somewhat more detail. You will note that Skelton states that the City would be willing to contribute something toward the cost of the project; therefore, it would seem to me the next move would be to have Cattrall's office contact them to see what they have in mind.

I am also attaching copy of the plan and profile for your information.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc. 2

FORM E-90X—67,500—2-55—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 4, 1955

SUBJECT: Improvement in City of Banks

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

Reference is made to previous correspondence on the request from the City Recorder of Banks, Oregon, concerning the city's wishes to curb and improve a section of the Nehalem Highway inside the City of Banks extending from the end of the existing curb and widened section past the school to the south city limits. In your letter of June 30th you requested that we investigate to determine the cost, and submit sufficient data and our recommendation as to the need for this project. In my letter of June 30th I advised you that we were working up this project, and would submit it as soon as it was completed.

I am enclosing herewith copy of Carl Peterson's letter of July 22nd, listing the data he has prepared for this project, which will cover the installation of curbs and widening the pavement from Station 992+71, which is the end of the existing curb section, to Station 1005+75, the south city limits. The plan and profile show a 40 foot section between curbs which coincide with the existing curb and paved section. This could be widened without particular difficulty to a 44 foot section, if you feel this is needed. You will note from Peterson's estimate that the total estimated cost for this improvement is $13,320.00. The 44 foot section would, of course, increase it somewhat.

You will note in the original correspondence from the City of Banks that the city would be willing to contribute somewhat towards the cost forthis project, and that their plan would be to use City Gas Tax Funds, if this is permissible. It is also possible that the city would be able to contribute from other funds towards the cost of this improvement. It is possible the cost of the curbs could be charged against abutting property, and, of course, the abutting property would have to bear the cost of any sidewalks constructed. I believe that a city project in Banks covering this section is well justified, and would recommend that consideration be given to this project when our next major betterment and state construction budget is made up. We would

NOTED
FORREST COOPER

like to have four prints of the plan and profile returned to this office for ours and the city's use in establishing curb and street grades on the intersecting streets.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: E. A. Collier
C. A. Peterson

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Banks City St. (Main St.)
Proposed Curbs & Paving
Nehalem Highway

July 1955

- SUMMARY -

No.	Item	unit	Net Quantity	Allowance	Total	unit Price	Amount
1	General Exc. unclassified	cu.yds.	969	81	1050	$ 1.00	$ 1,050.
2	Concrete Catch Basin	only	1	-	1	65.00	65
3	Adjust conc. Catch Basin	only	2	-	2	35.00	35.
4	Removal of conc. Catch Basin	only	1	-	1	35.00	35.
5	2½"-0" Crushed Material in Base	cu.yds.	650	50	700	$ 3.00	2,100.
6	¾"-0" " " "	cu.yds.	145	15	160	3.25	520.
7	Sprinkling	M-Gal	20	2	22	3.00	66
8	Class "B" Asphaltic Conc	Tons	512	28	540	8.00	4,320.
9.	Concrete Curbs	cu.yds.	70	3	73	50.00	3,650.
					Contract	total	$ 11,841.
	Engineering & Contingencies 12½%					=	1,480.
					Total Amount →		$ 13,321.
							4,000
						City	3,500.00
						State	10,500.00

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Banks City St. (Main St.)
Proposed Curbs & Paving
Nehalem Highway

July 1955

- SUMMARY -

No.	Item	unit	Net Quantity	Allowance	Total	unit Pric	Amount
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2	Concrete Catch Basin	only	1	-	1	65.00	65
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5	2½"-0" Crushed Material in Base	cu.yds.	650	50	700	$3.00	2,100.
6	¾"-0" " " "	cu.yds.	145	15	160	3.25	520.
7	Sprinkling	M-Gal	20	2	22	3.00	66
8	Class "B" Asphaltic Conc	Tons	512	28	540	8.00	4,320.
9.	Concrete Curbs	cu.yds.	70	3	73	50.00	3,650.
					Contract	total	$11,841.
			Engineering & Contingencies 12½%				= 1,480.
					Total Amount →		$13,321.
							14,000
						City	3,500.00
						State	10,500.00

Z 3

CITY OF BANKS
BANKS, OREGON

16 July 1955

Oregon State Highway Department
P. O. Box 4699, Sellwood Sta.
Portland 2, Oregon

Attention: A. G. Skelton, Div Engineer

Dear Sir:

We have been in touch with your department in Portland and with your field office in Banks regarding some curbing and paving on the Nehalem Highway through Banks. Your field office is currently making a study of the situation.

The City treasury presently has on hand about $3500.00 received from State Tax Street funds. It is our desire to curb and improve several of the city streets leading into the main street which is controlled by the highway department. Our thought was that the survey and improvements would first have to be made on the highway before we could establish the proper grade levels for improvements leading into it. Also we would like to extend the sidewalk along main which also depends upon the curb line being established.

We are not certain whether or not it is permissable to use the State Tax Street funds to improve the highway property. If so, and you feel that is the way it should be handled, we would apply all or part of the money we now have accumulated onto the highway improvements. This would of course delay the other improvements but as mentioned above, we cannot go further on the city streets until the base is established along main.

We will be pleased to receive your recommendation after the study has been completed here. The above will give you somewhat of an outline of the thinking of the City Council.

Thank you for your cooperation.

Yours very truly

Merle G. Bryan
Recorder

RECEIVED
JUL 18 1955
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

FORM E-1[illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 21, 19[illegible]

Mr. Merle G. Bryan
City Recorder
Banks, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLI

Dear Sir:

Your letter of June 15th re placing curbs and widening the pavement on the state highway through Banks is being referred to Mr. W. C. Williams, Deputy State Highway Engineer.

Very truly yours,

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JFH:mm

cc: Mr. W. C. Williams

FORM E-120 90M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 21, 1955

Mr. Merle G. Bryan
City Recorder
Banks, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

[illegible]
W. C. WILLIAMS

Dear Sir:

Your letter of June 15th re placing curbs and widening the pavement on the state highway through Banks is being referred to Mr. W. C. Williams, Deputy State Highway Engineer.

Very truly yours,

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:mm

cc: Mr. W. C. Williams ✓

ASSIGNMENT

Date: June 28, 1955 No. [illegible]17 By WCW

Description: Letter of June 15 from the City of Banks stating they wish to curb and widen the main street in Banks. Copy of JWC's letter of acknowledgment of June 21 attached.

Acknowledged by_____ Referred to Smith ✓

- X Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: Obtain estimate of cost—will City build curbs? or pay portion of cost—. Need of work.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed [illegible] Report Received__________

)F BANKS
KS, OREGON

June 1955

ens Engineer
Department

uncil is presently considering
xtending the curbing through
main street in Banks with the
t be able to enter into an
tate to blacktop the highway
rbing. We do not know exactly
se we do not know what we can
e Highway Department.

conversations with your field
, I am informed that you pre-
t underway in the City of Gaston
r to the work we have in mind
know what the working agreement
ou care to suggest what avenues
might be open to us for cooperating with your department on a project such as this. We have some funds available from the State Tax Street fund which can be used in this work, I believe.

Since we are without engineers on our city force, we would like to take advantage of the fact that you have a crew stationed here at the present and perhaps enter into an agreement where the State would take over the job with the City contributing a share of the cost. Is there a possibility of such an arrangement?

We would certainly welcome any suggestions you care to make. If a plan similar to that at Gaston seems feasible we would certainly be interested in knowing the details.

Yours very truly

Merle G. Bryan
Merle G. Bryan
Recorder

RECEIVED
JUN 17 1955
ENGINEER
COUNTY & CIT[illegible]

RECEIVED
JUN 17 1955
STATE [illegible]

CITY OF BANKS
BANKS, OREGON

15 June 1955

John W. Cattrall
County & City Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

The City Council is presently considering the possibility of extending the curbing through the remainder of the main street in Banks with the thought that we might be able to enter into an agreement with the State to blacktop the highway extending to said curbing. We do not know exactly where to start because we do not know what we can expect from the State Highway Department.

From daily conversations with your field department next door, I am informed that you presently have a project underway in the City of Gaston which is very similar to the work we have in mind for Banks. I don't know what the working agreement is on that. Would you care to suggest what avenues might be open to us for cooperating with your department on a project such as this. We have some funds available from the State Tax Street fund which can be used in this work, I believe.

Since we are without engineers on our city force, we would like to take advantage of the fact that you have a crew stationed here at the present and perhaps enter into an agreement where the State would take over the job with the City contributing a share of the cost. Is there a possibility of such an arrangement?

We would certainly welcome any suggestions you care to make. If a plan similar to that at Gaston seems feasible we would certainly be interested in knowing the details.

Yours very truly

Merle G. Bryan

Merle G. Bryan
Recorder

RECEIVED
JUN 17 1955
ENGINEER
COUNTY & CIT [illegible]

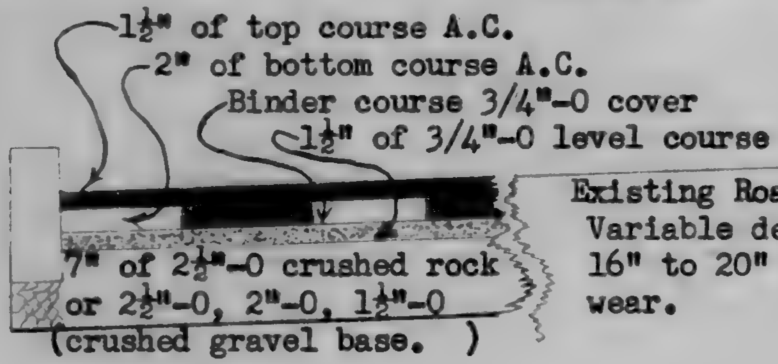
RECEIVED
JUN 17 1955
STATE [illegible]

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Banks   Highway Nehalem Secondary   County Washington   Prefix 34-1084

Res. Engr. C. A. Peterson   Length of Project .55 Miles.   Sta. 993+71   to Sta. 1005+75   Date 1-23-56

TYPICAL SECTIONS   ADT Trucks - (Main Roadway) 144   Traffic Classification -*Light



1½" of top course A.C.
2" of bottom course A.C.
Binder course 3/4"-0 cover
1½" of 3/4"-0 level course
7" of 2½"-0 crushed rock or 2½"-0, 2"-0, 1½"-0 (crushed gravel base.)

Existing Roadway (From 1956 Drill Logs)
Variable depths from
16" to 20" base and
wear.

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3½	A.C.
			1½	L[illegible]l
			7	Base
12			12	

TYPICAL SOIL
92 % Pass 200
28 LL
4 PI
49 % Silt
7 "R" Value

NOTE:

*Light traffic is considered to be ample as it is anticipated this section will generally be used as a parking area.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be selected by the contractor.											

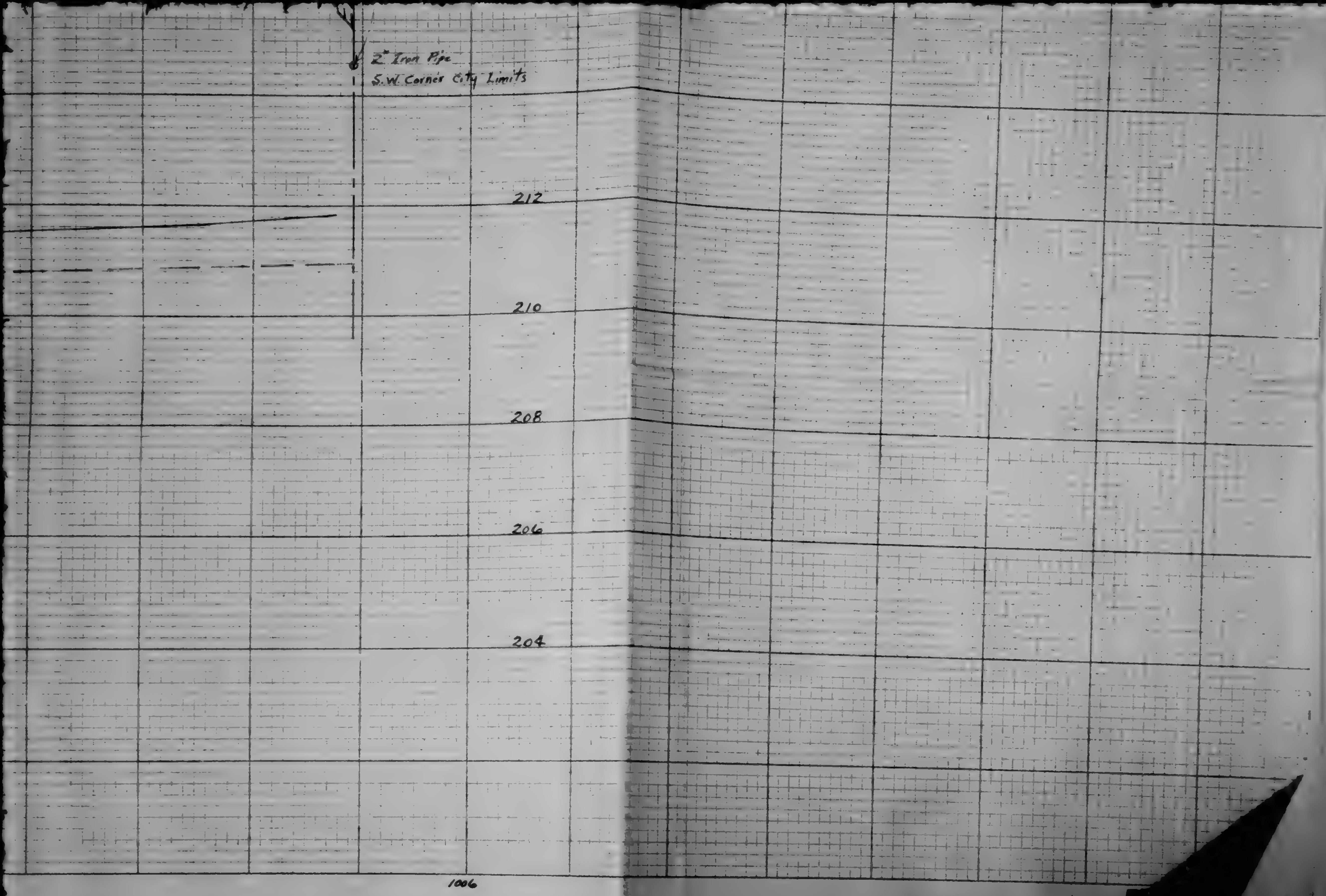
cc Deputy State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

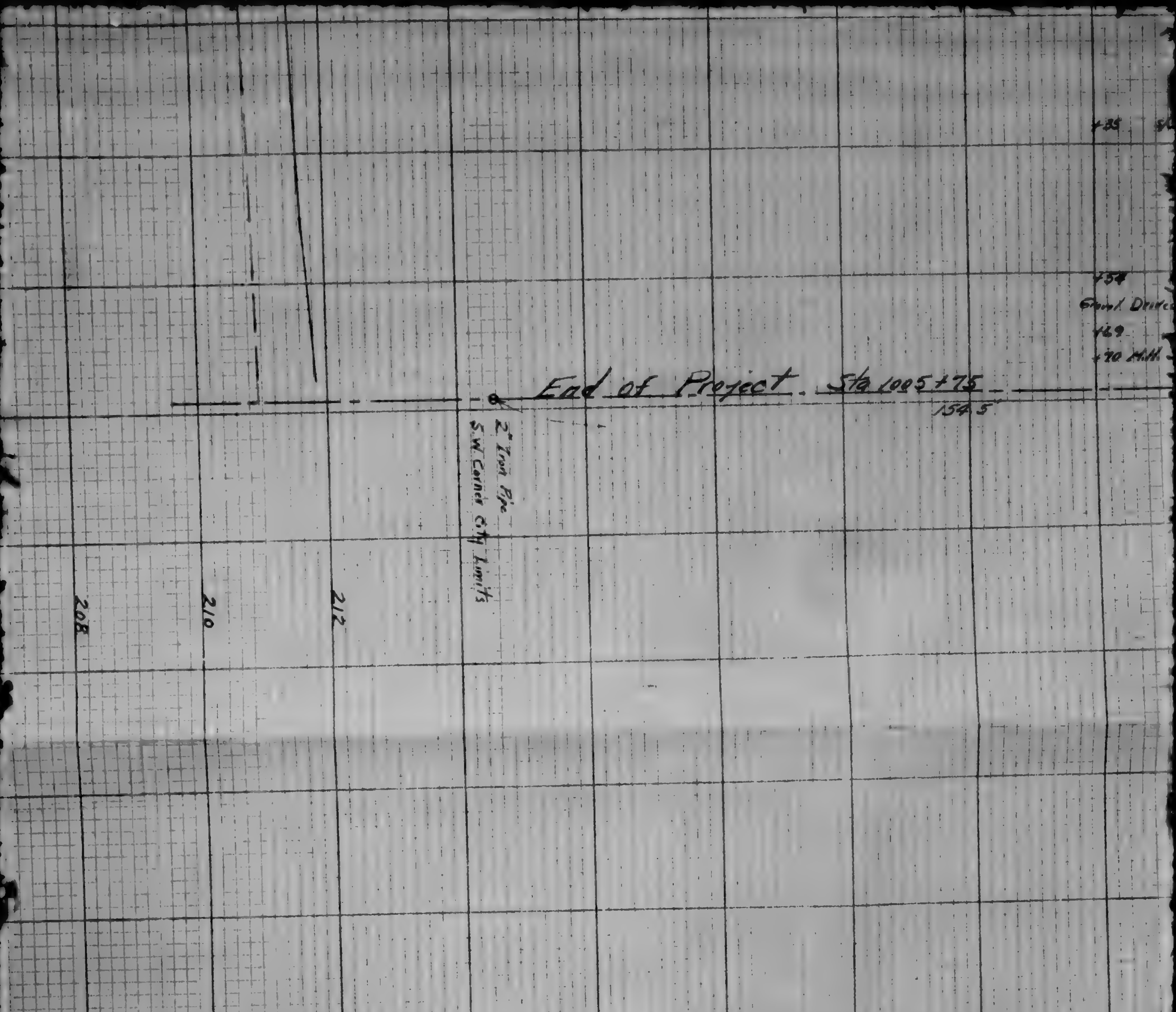
Submitted by Ray Webber
Soils Engineer

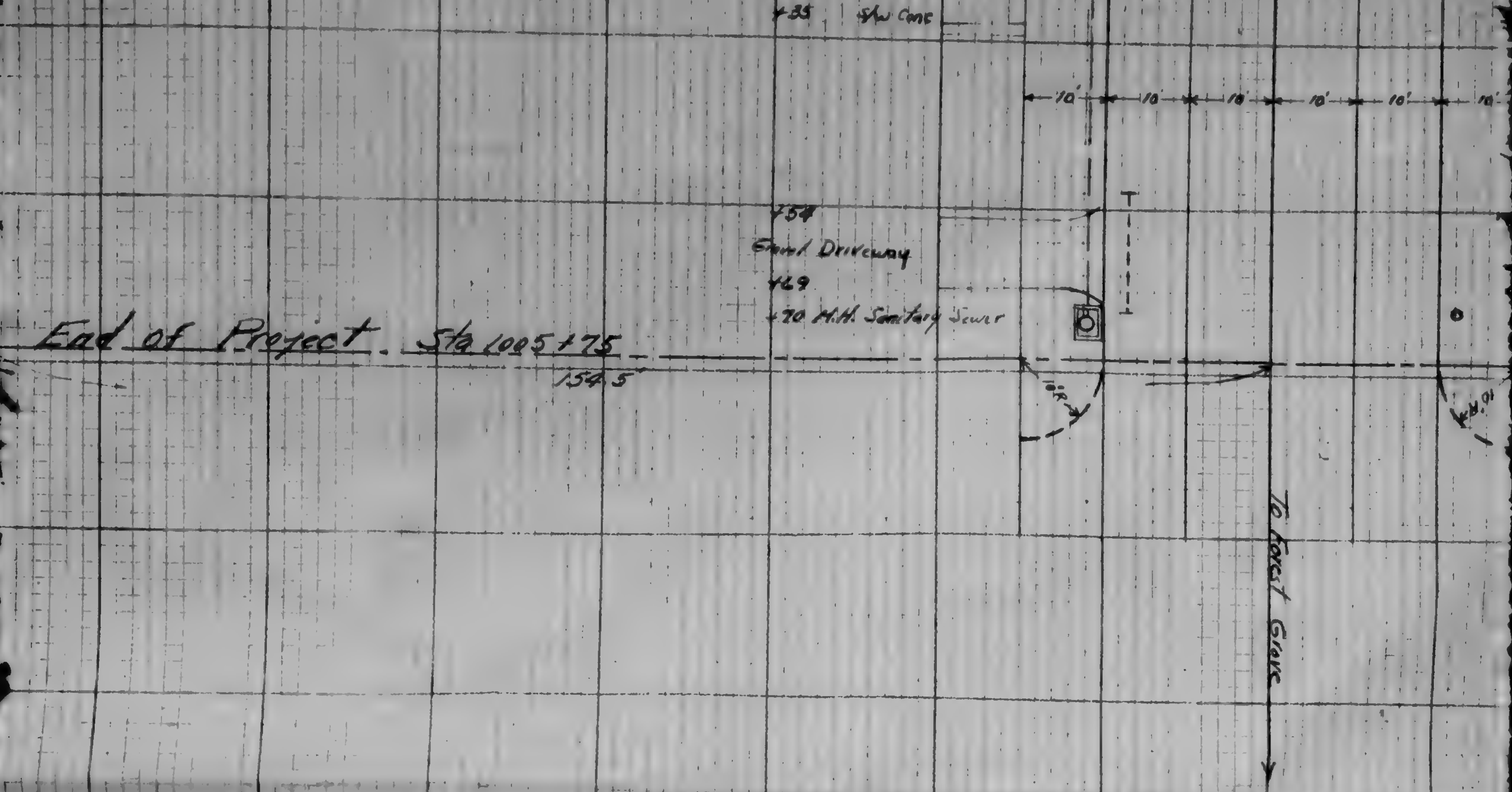
Recommended by
Construction Engineer

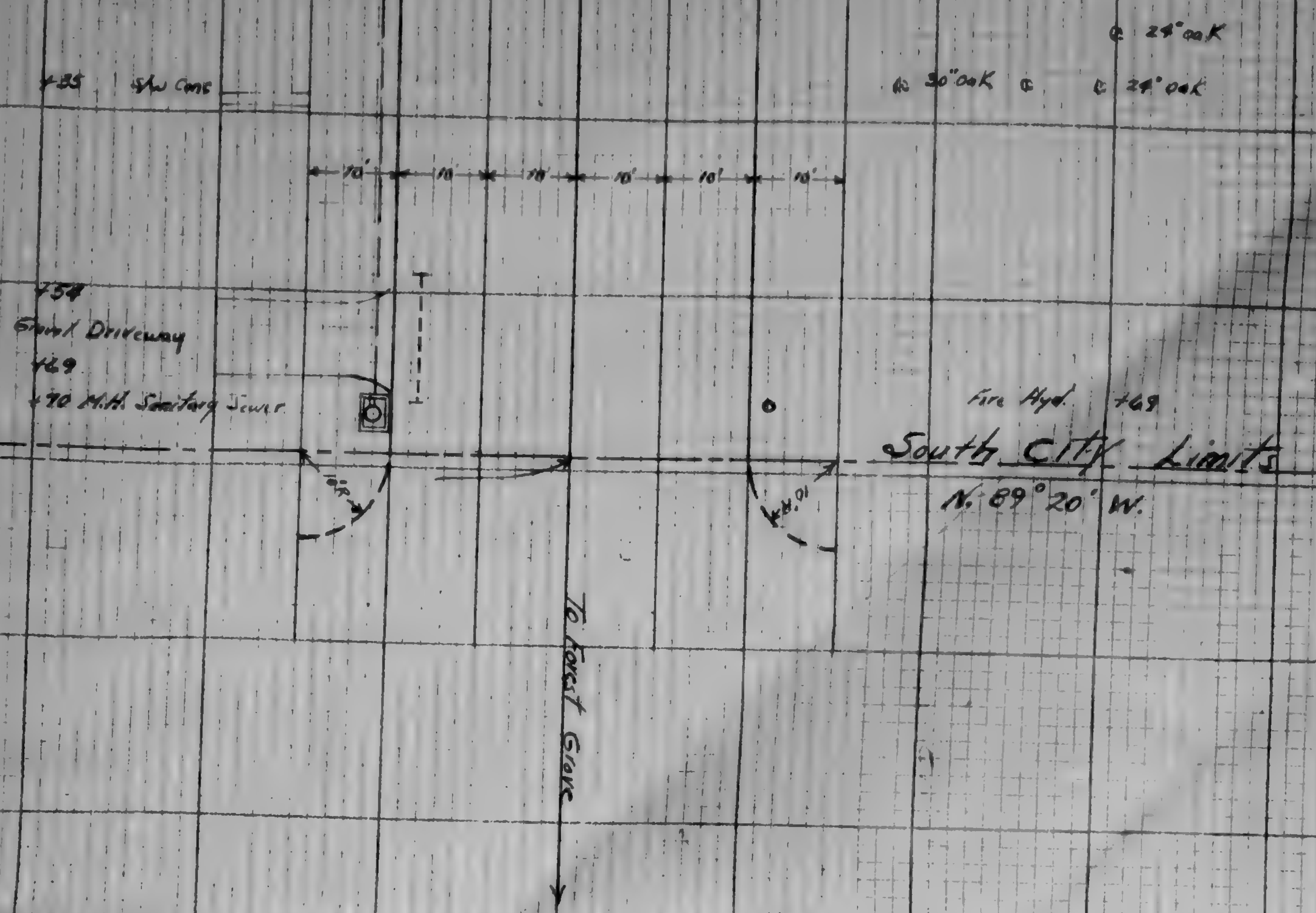
Recommended by
Engineer of Materials

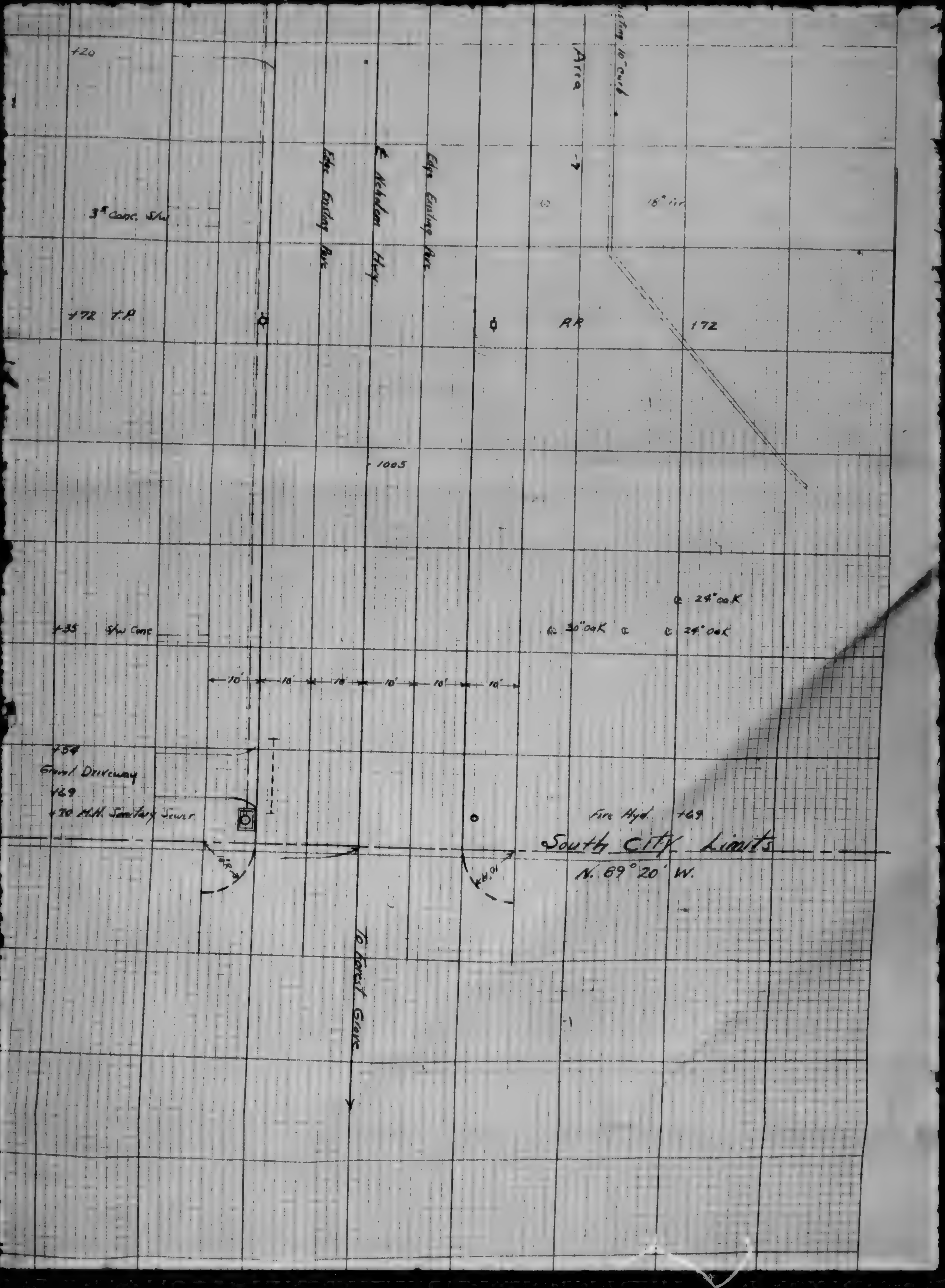
Approved by
Deputy State Highway Engineer

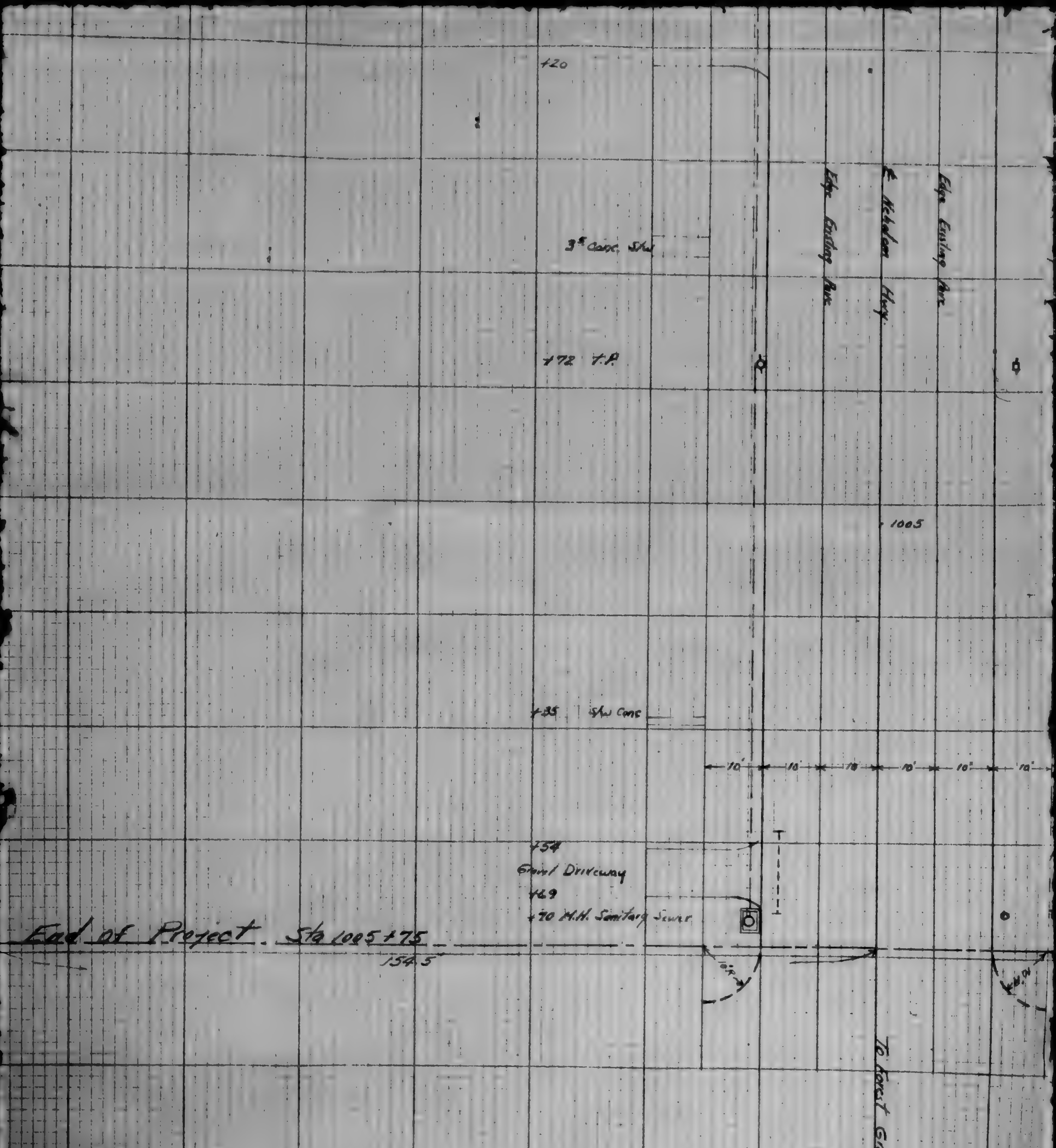

2" Iron Pipe
S.W. Corner City Limits

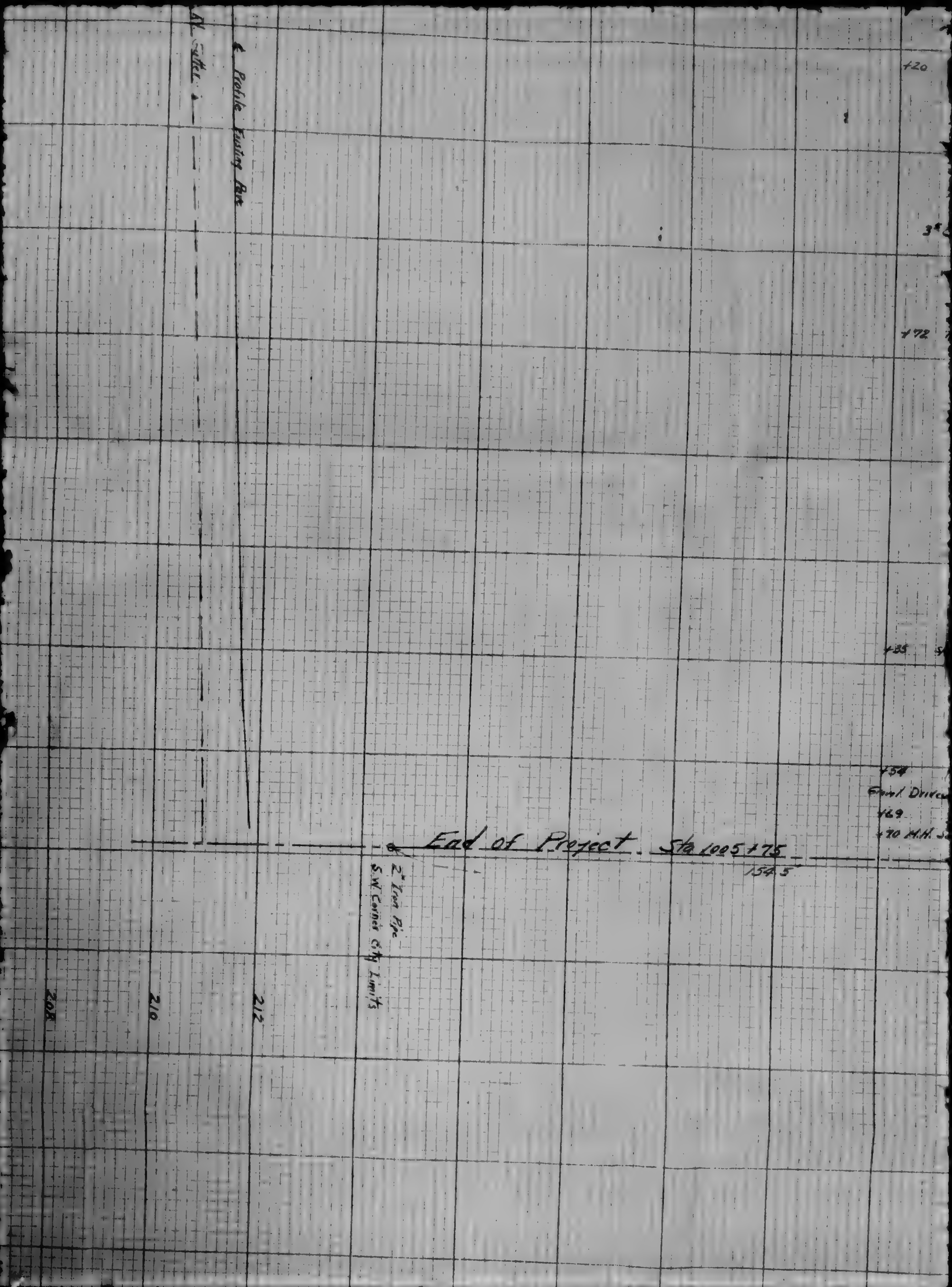

+35
+54
Gravel Drive
+69
+70 M.H.
End of Project. Sta 1005+75
154.5'
2" Iron Pipe
S.W. Corner City Limits
208
210
212

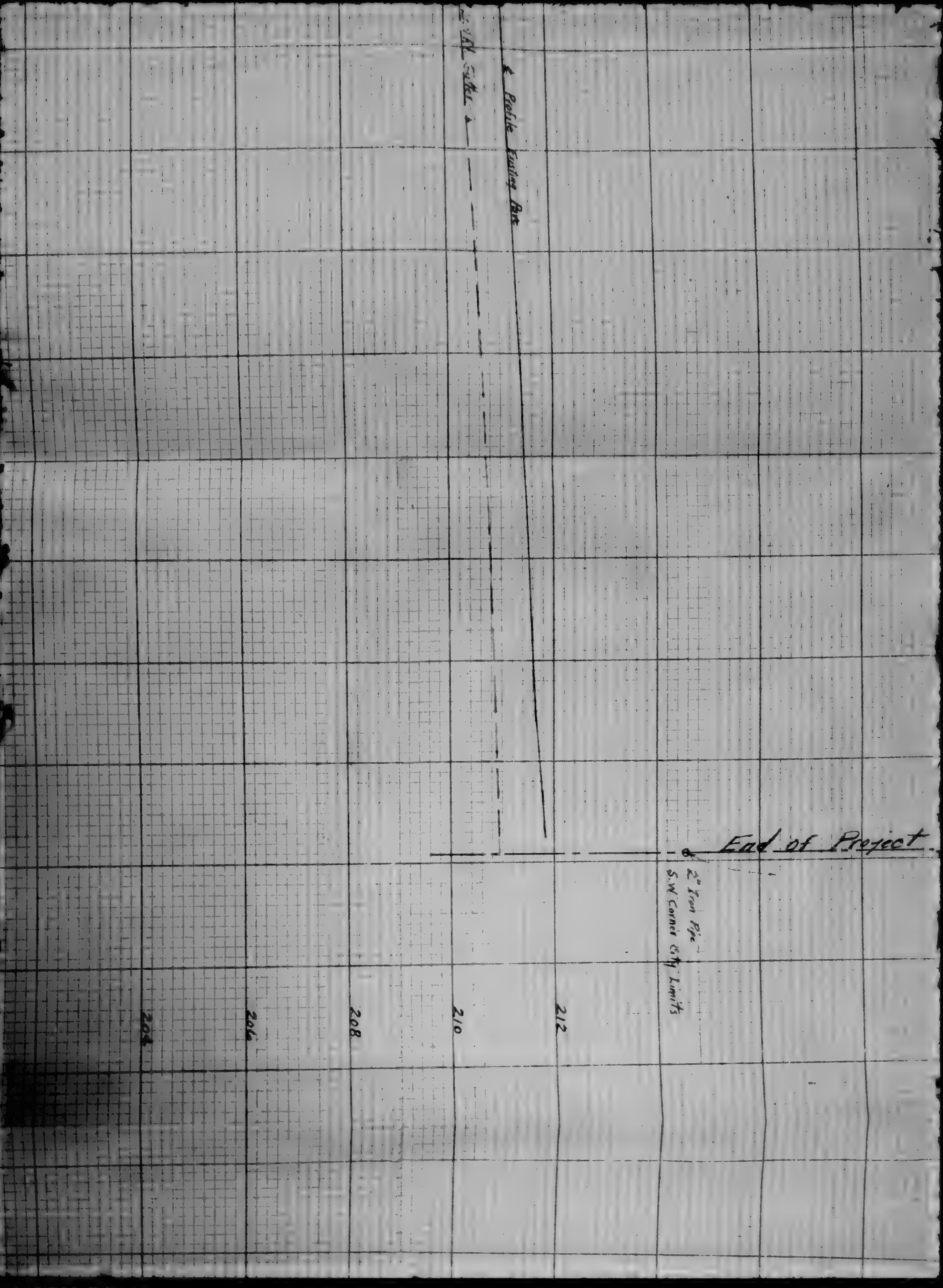
+35 S/W Conc
10'
10'
10'
10'
10'
10'
+54
Gravel Driveway
+69
+70 M.H. Sanitary Sewer
End of Project Sta 1005+75
154.5'
10'R
10'R
To Forest Glen


24" oak
+35 S/w Conc
30" oak
24" oak
10'
10'
10'
10'
10'
10'
+54
Gravel Driveway
+69
+70 M.H. Sanitary Sewer
Fire Hyd. +69
South City Limits
N. 89° 20' W.
10' R.
10' R.
To Forest Grove

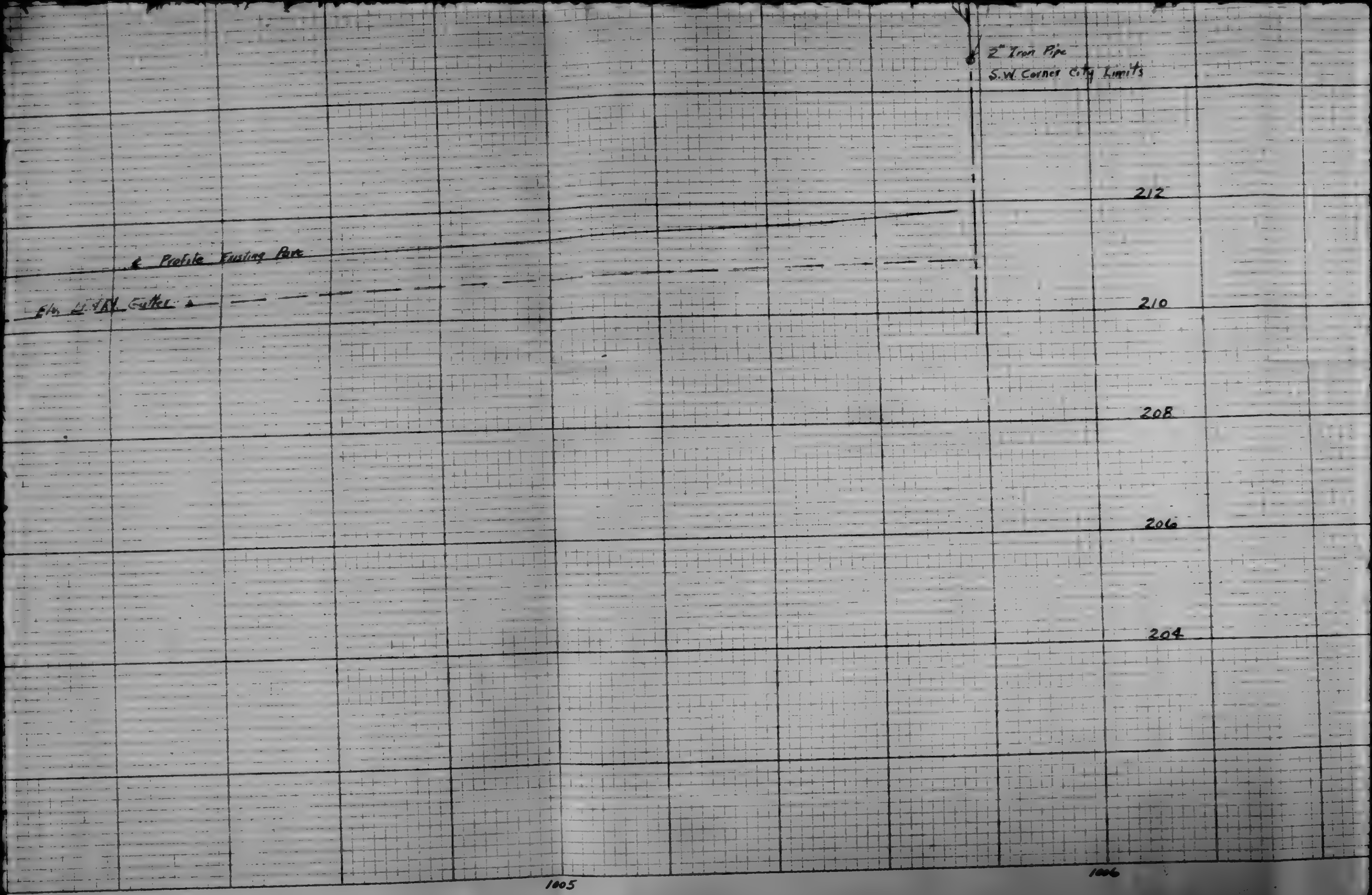

+20
Existing 10" Curb
Area
Edge Existing Pave
℄ Nicholson Hwy.
Edge Existing Pave
3" Conc. S/w
18" ...
+72 T.P.
RR
+72
1005
24" oak
+35 S/w Conc
30" oak
24" oak
10'
10'
10'
10'
10'
10'
+54
Gravel Driveway
+69
+70 M.H. Sanitary Sewer
Fire Hyd. +69
South City Limits
N. 89° 20' W.
10' R
10' R
To Forest Grove

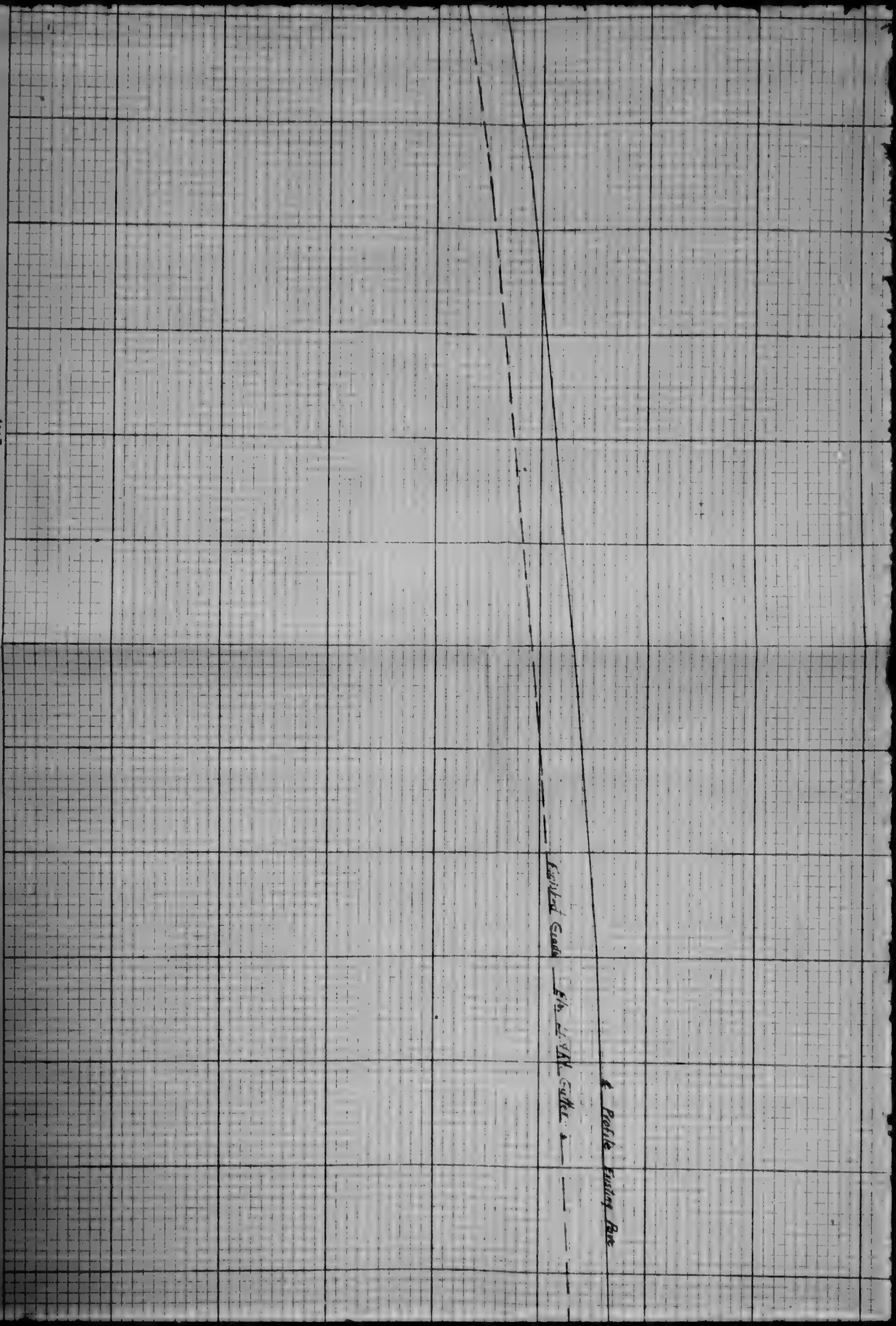
+20
Edge Existing Pav
℄ Nehalem Hwy
Edge Existing Pav
3" Conc. Sw
+72 T.P.
1005
+35 Sw Conc
10'
10'
10'
10'
10'
10'
+54
Gravel Driveway
+69
+90 M.H. Sanitary Sewer
End of Project Sta 1005+75
154.5'
10'R
To Forest Grove

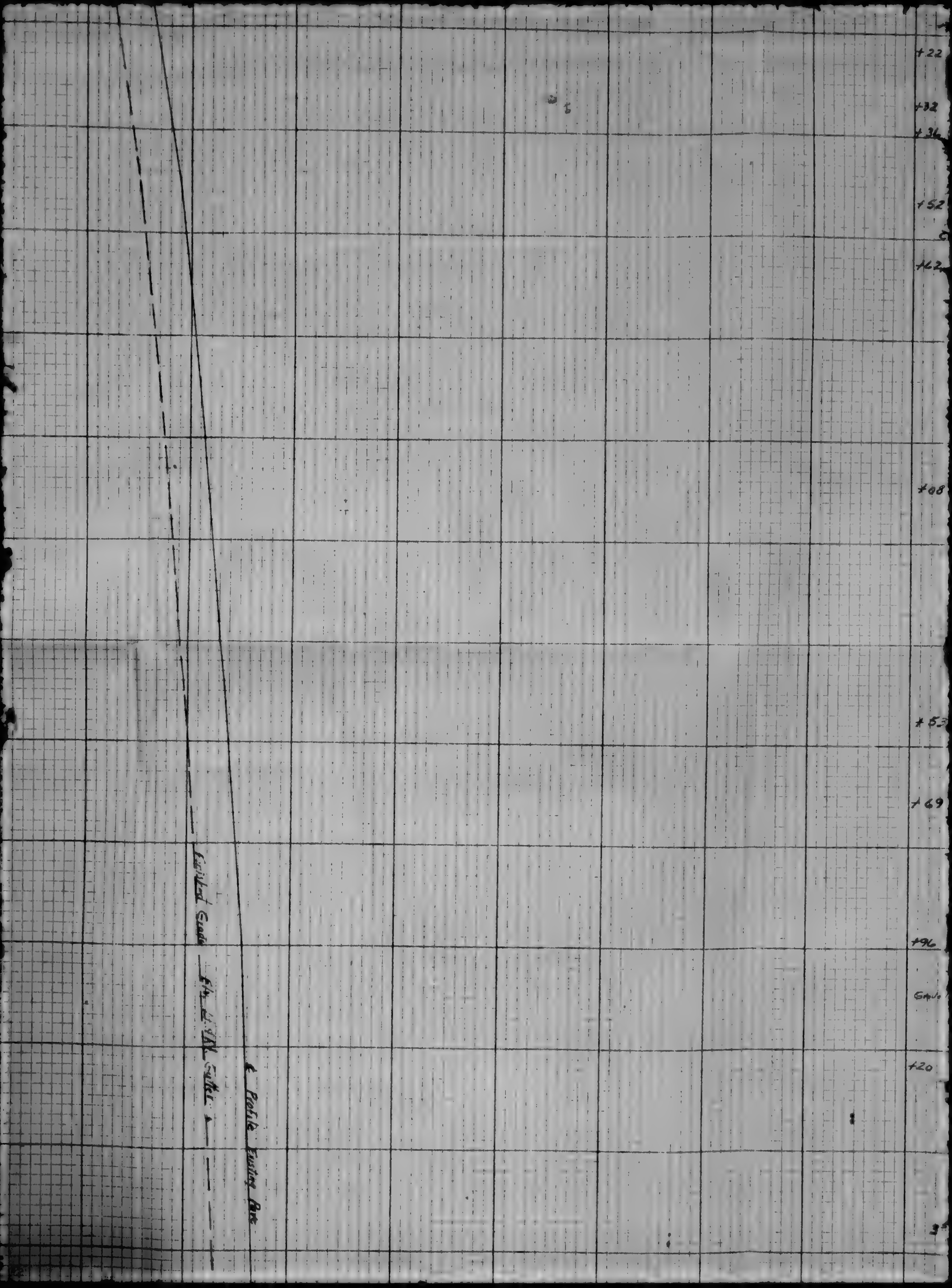

Fl. Gutter ℄
℄ Profile Existing Pave
End of Project Sta 1005+75
154.5'
2" Iron Pipe
S.W. Corner City Limits
208
210
212
+20
3"
+72
+35
+54
Gravel Drive
+69
+70 M.H.

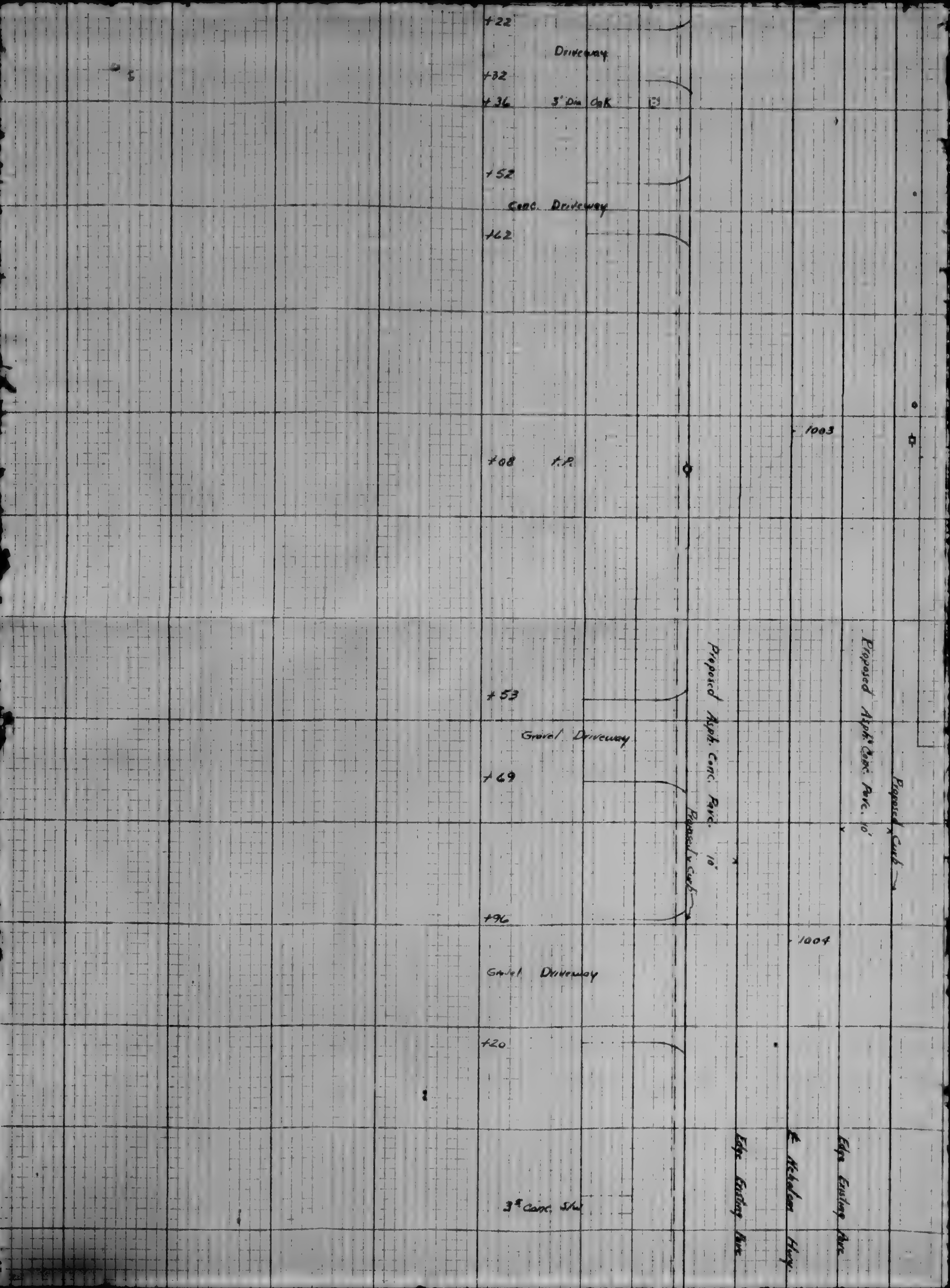


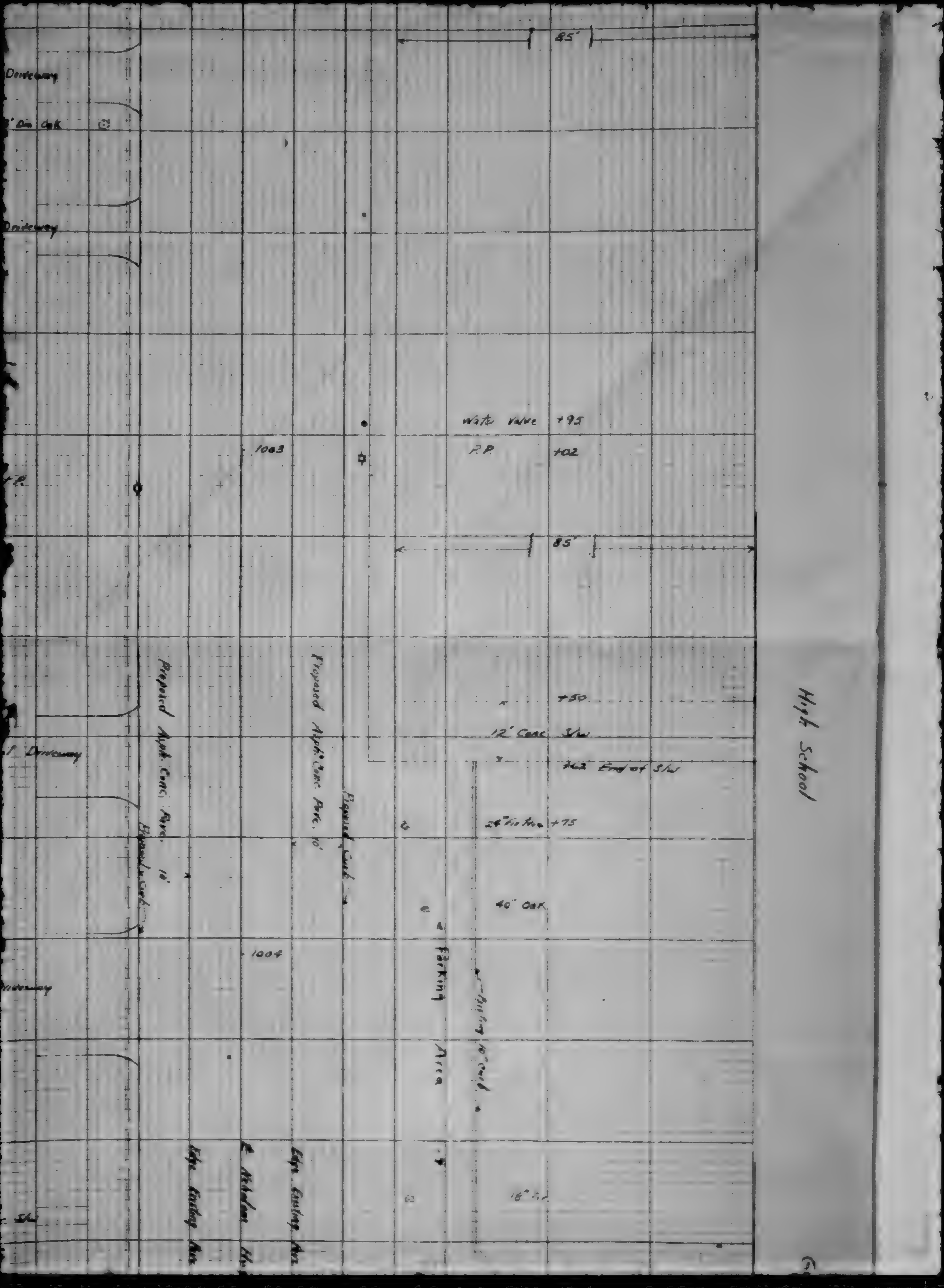
℄ VTH Gutter
℄ Profile Existing Pave
End of Project
2" Iron Pipe
S.W. Corner City Limits
204
206
208
210
212

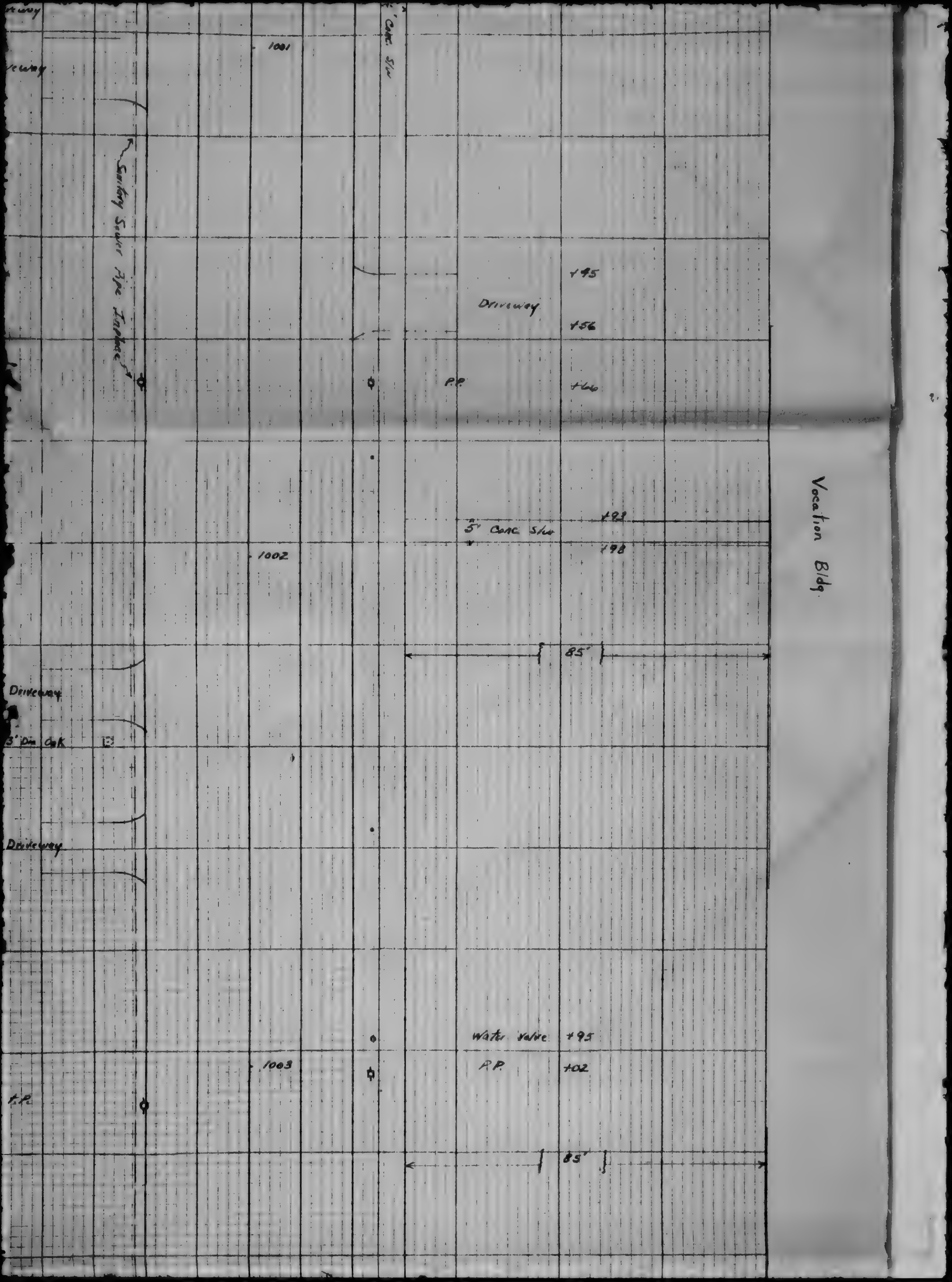

2" Iron Pipe
S.W. Corner City Limits
℄ Profile Existing Pave
Elev. Lt. & Rt. Gutter

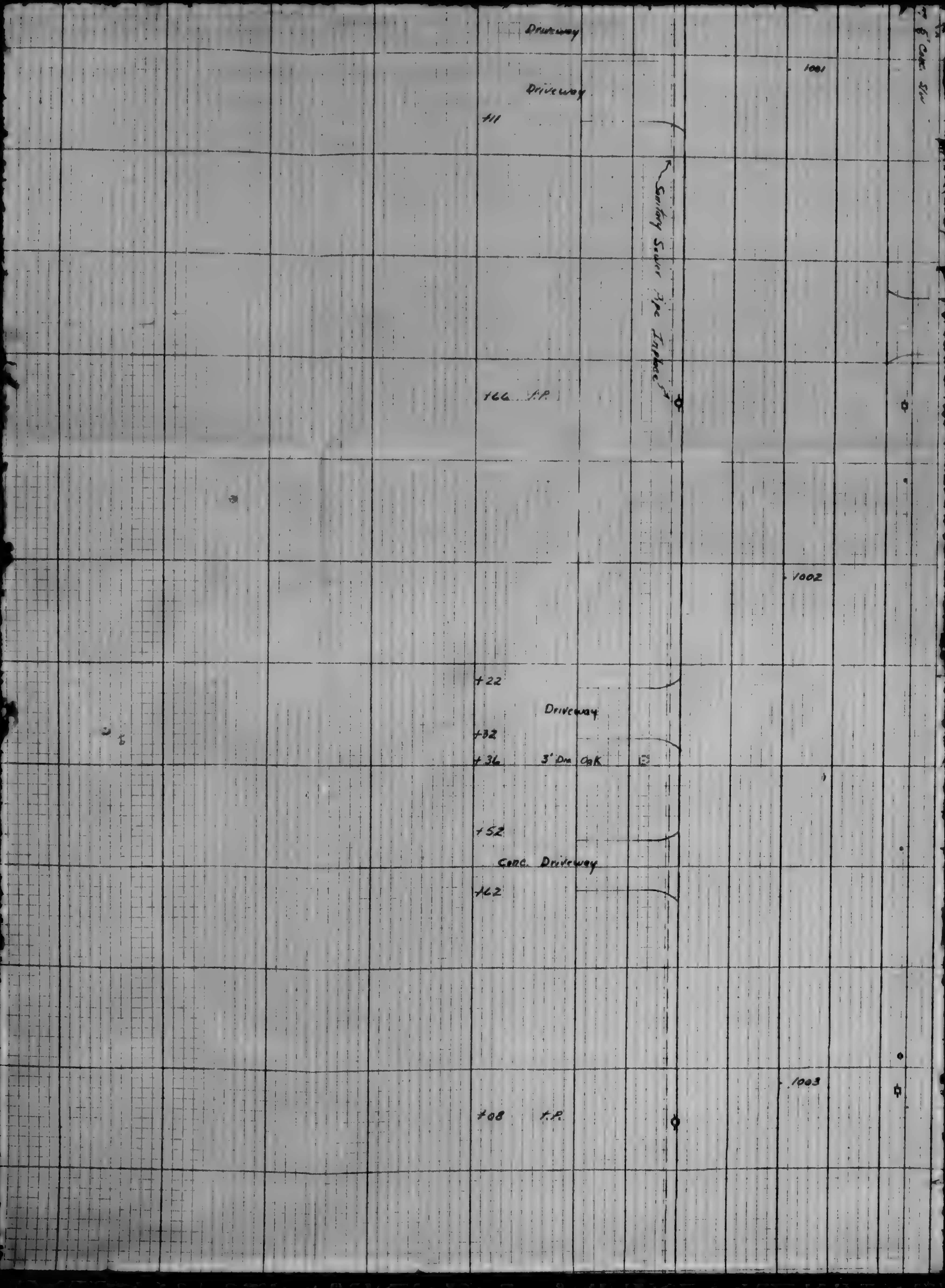

1003
1004
Finished Grade E/s St. Gutter
℄ Profile Existing Pave

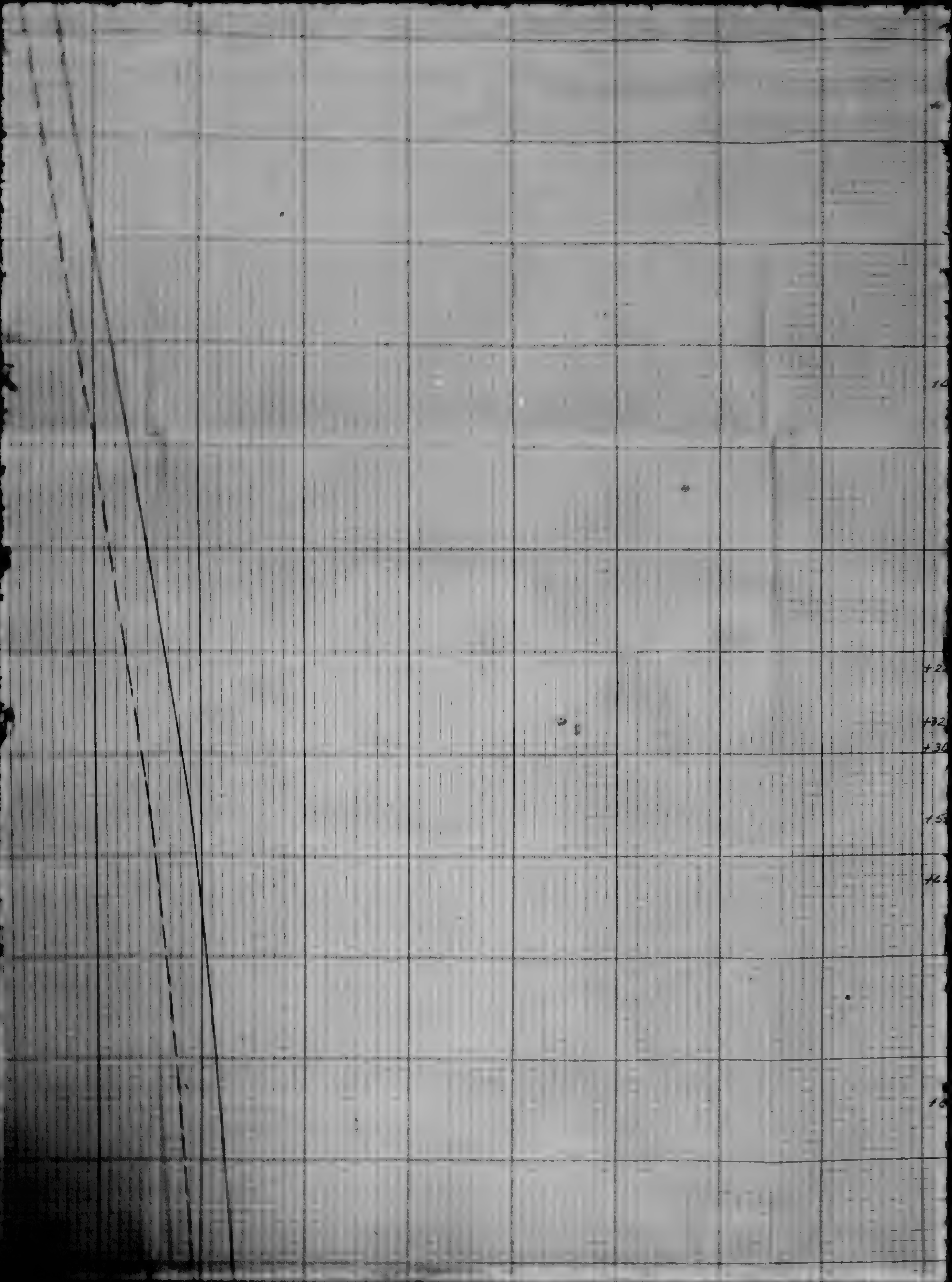

+22
+32
+34
+52
+62
+08
+53
+69
+96
Grade
+20
Existing Grade — Elev. @ Rt. Gutter
℄ Profile Existing Pave

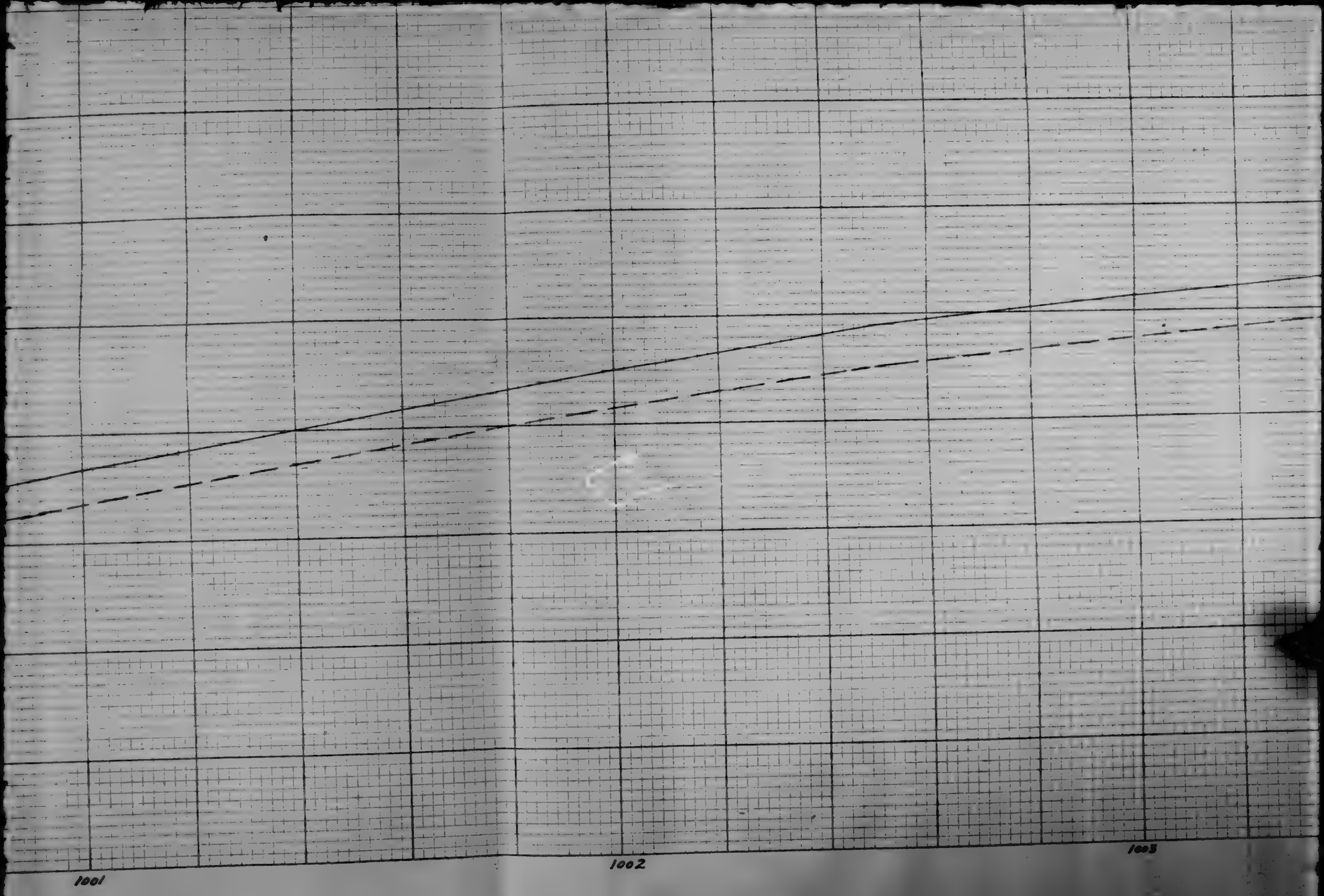

+22
Driveway
+32
+36
3' Dia Oak
+52
Conc. Driveway
+62
1003
+08
T.P.
+53
Gravel Driveway
+69
Proposed Asph. Conc. Pave. 10'
Proposed Curb
Proposed Asph. Conc. Pave. 10'
Proposed Curb
+96
1004
Gravel Driveway
+20
3" Conc. Slab
Edge Existing Pave
℄ Nicholson Hwy.
Edge Existing Pave


85'
Driveway
" Dia Oak
Driveway
P.P.
1003
Water Valve +95
P.P. +02
85'
+50
12" Conc S/w
End of S/w
24" Fir Tree +75
40" Oak
1004
Driveway
Driveway
S/w
18"
High School
Proposed Asph. Conc. Pave. 10'
Proposed Curb
Proposed Asph. Conc. Pave. 10'
Proposed Curb
Parking Area
Existing 10" Curb
Edge Existing Asph
℄ Nicholson
Edge Existing Asph

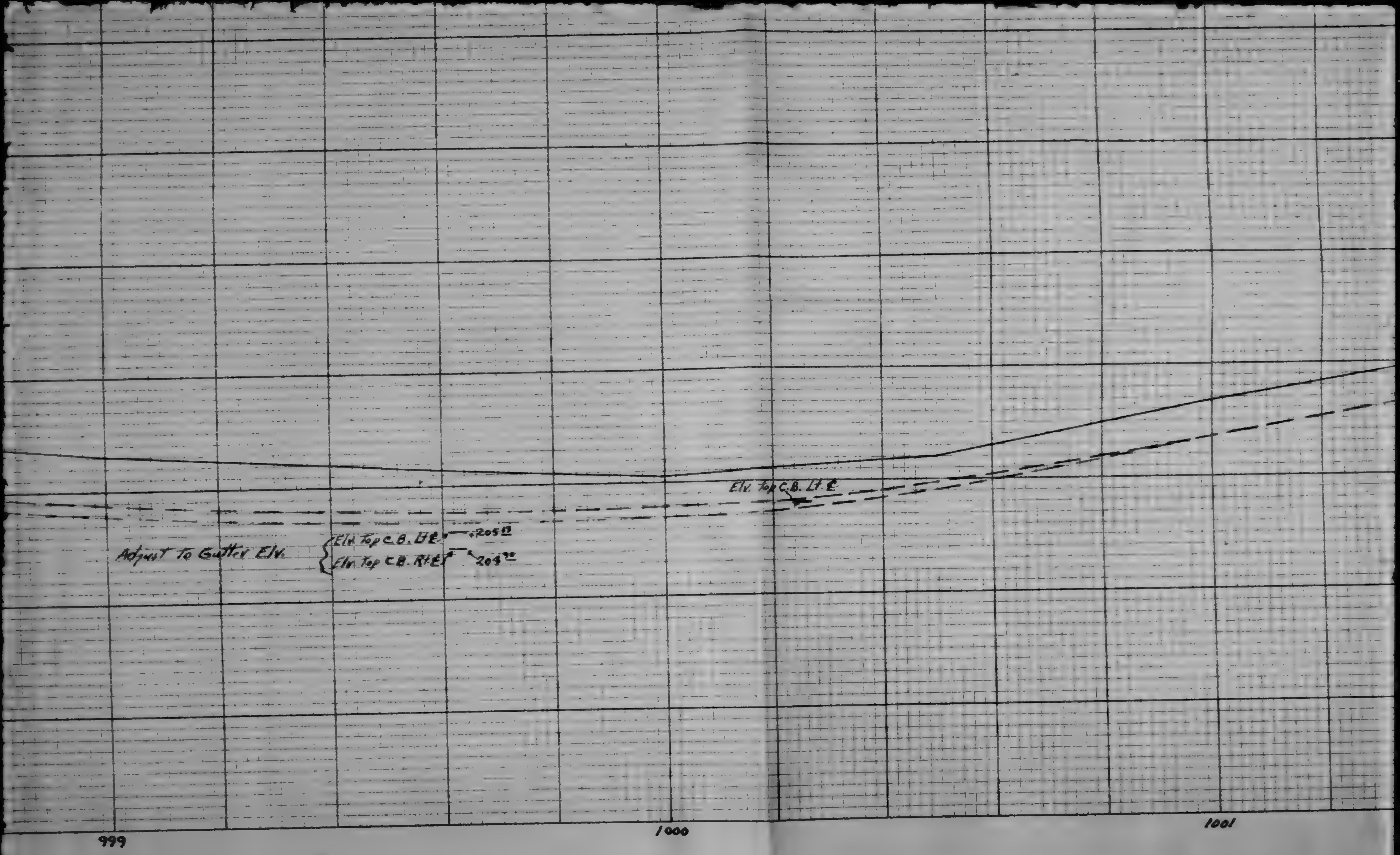

eway
eway
1001
' Conc. S/w
Sanitary Sewer Pipe Inplace
+95
Driveway
+56
P.P.
+66
+93
5' Conc. S/w
+98
1002
Vocation Bldg.
85'
Driveway
3' Dia Cok
Driveway
Water Valve +95
1003
P.P.
+02
P.P.
85'


Driveway
1001
8" Conc. S/w
Driveway
+11
Sanitary Sewer Pipe Inplace
+66 T.P.
1002
+22
Driveway
+32
+36 3' Dm Oak
+52
Conc. Driveway
+62
1003
+08 T.P.

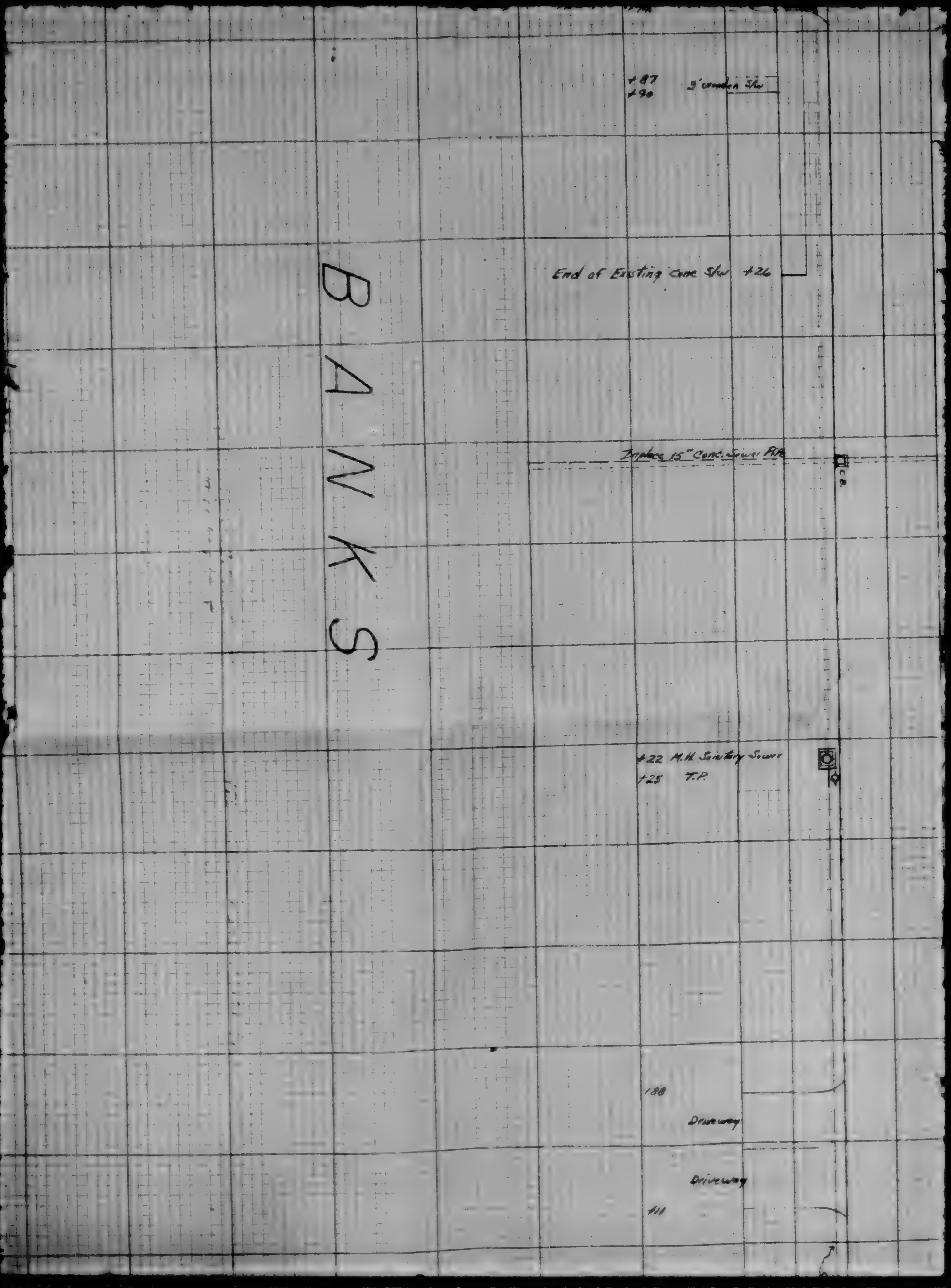

+2
+32
+30
+5
+6

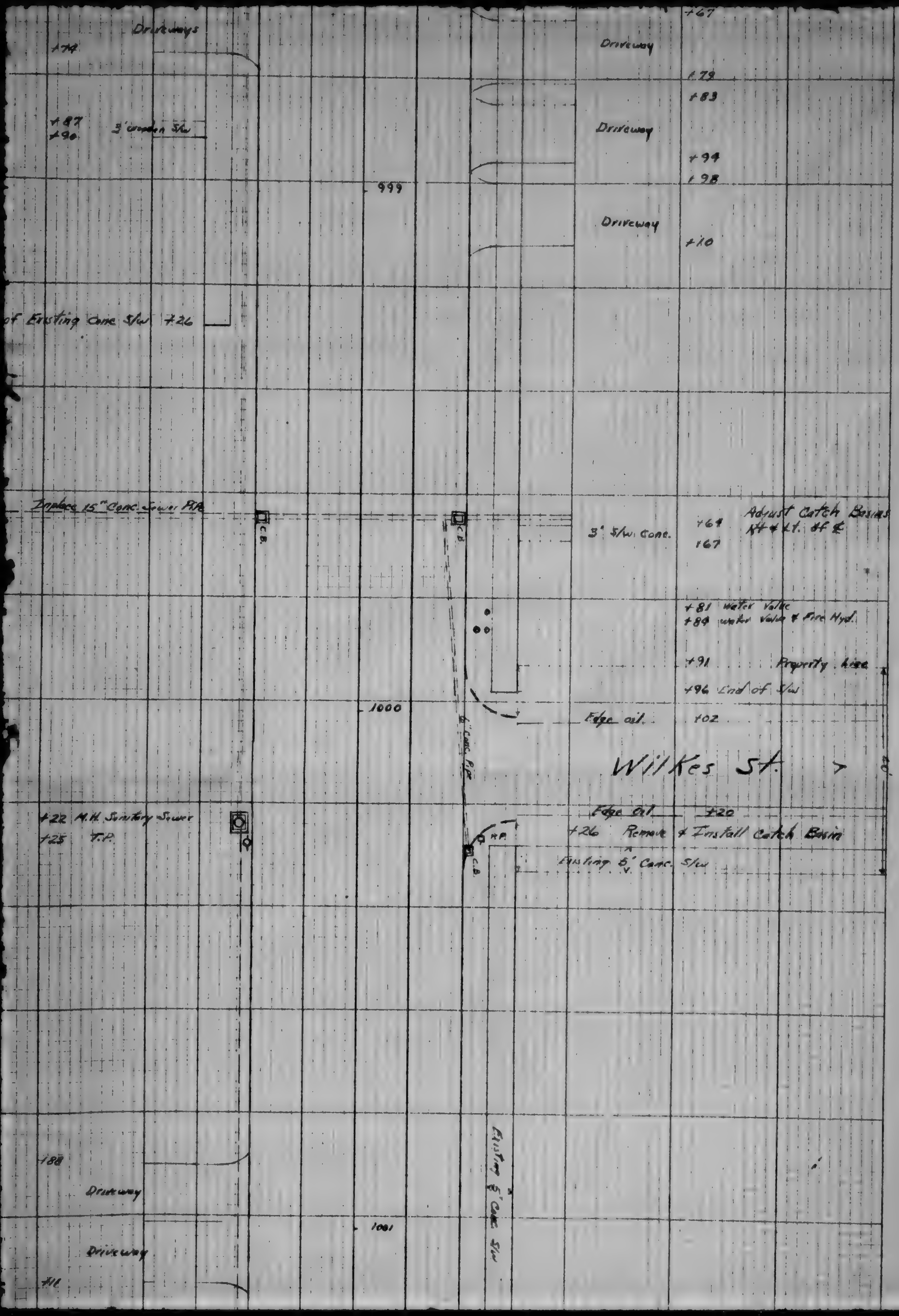


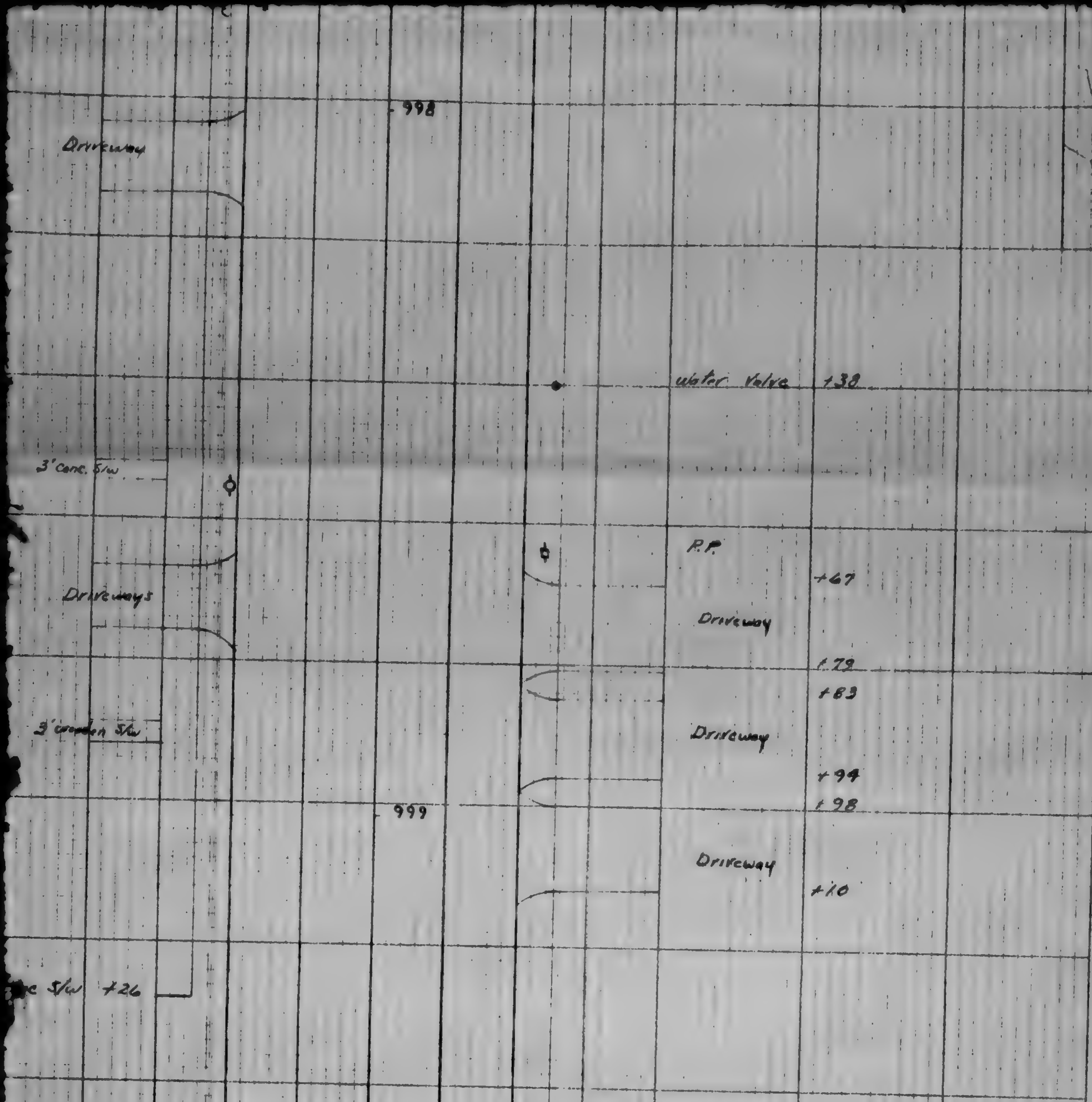
1001
1002
1003

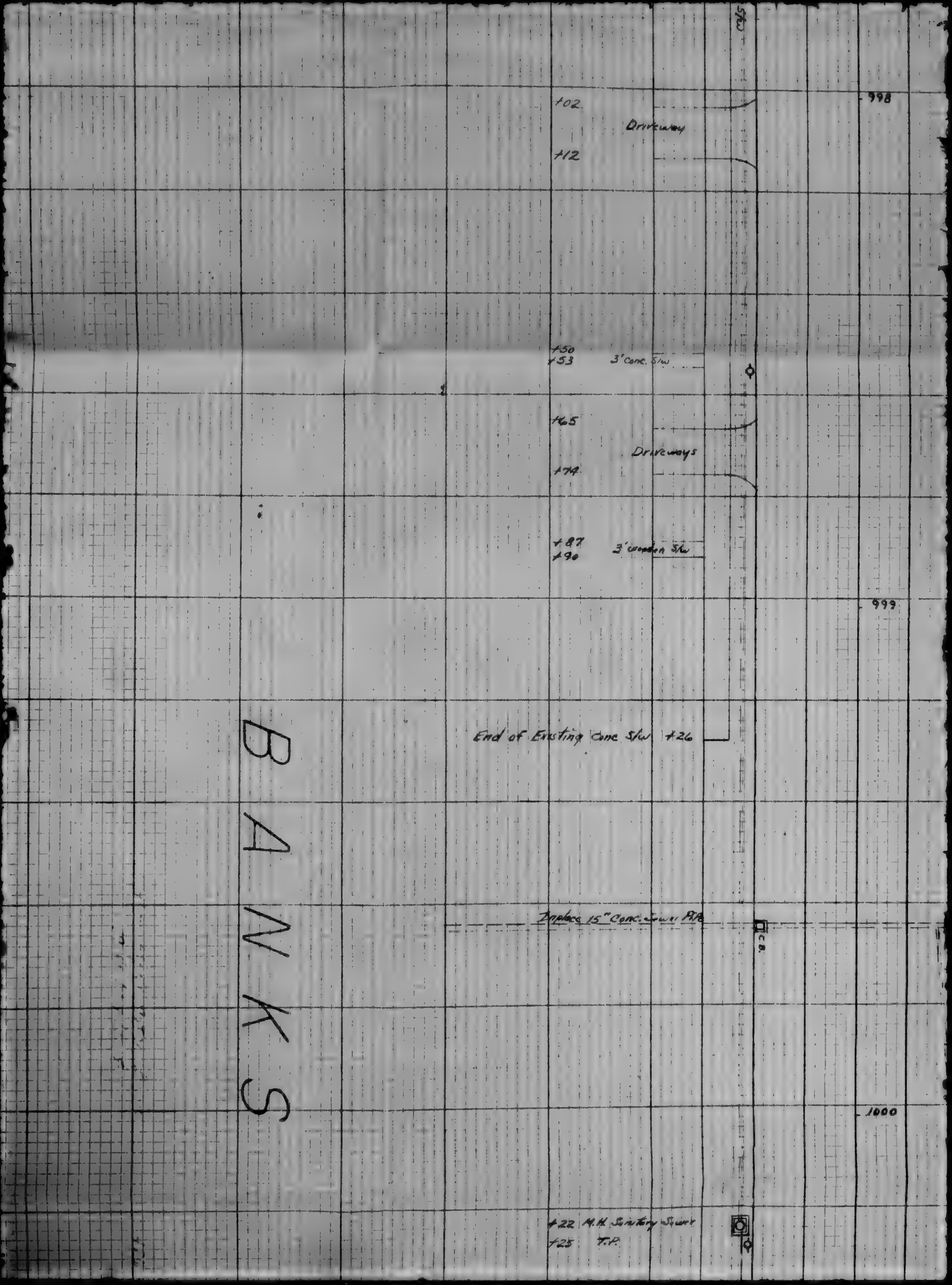

Elv. Top C.B. Lt. ℄
Adjust To Gutter Elv.
Elv. Top C.B. Lt ℄ .205^{12}
Elv. Top C.B. Rt ℄ 204^{90}
999
1000
1001

End o
BANKS
Elv. [illegible] C.B. Lt. E

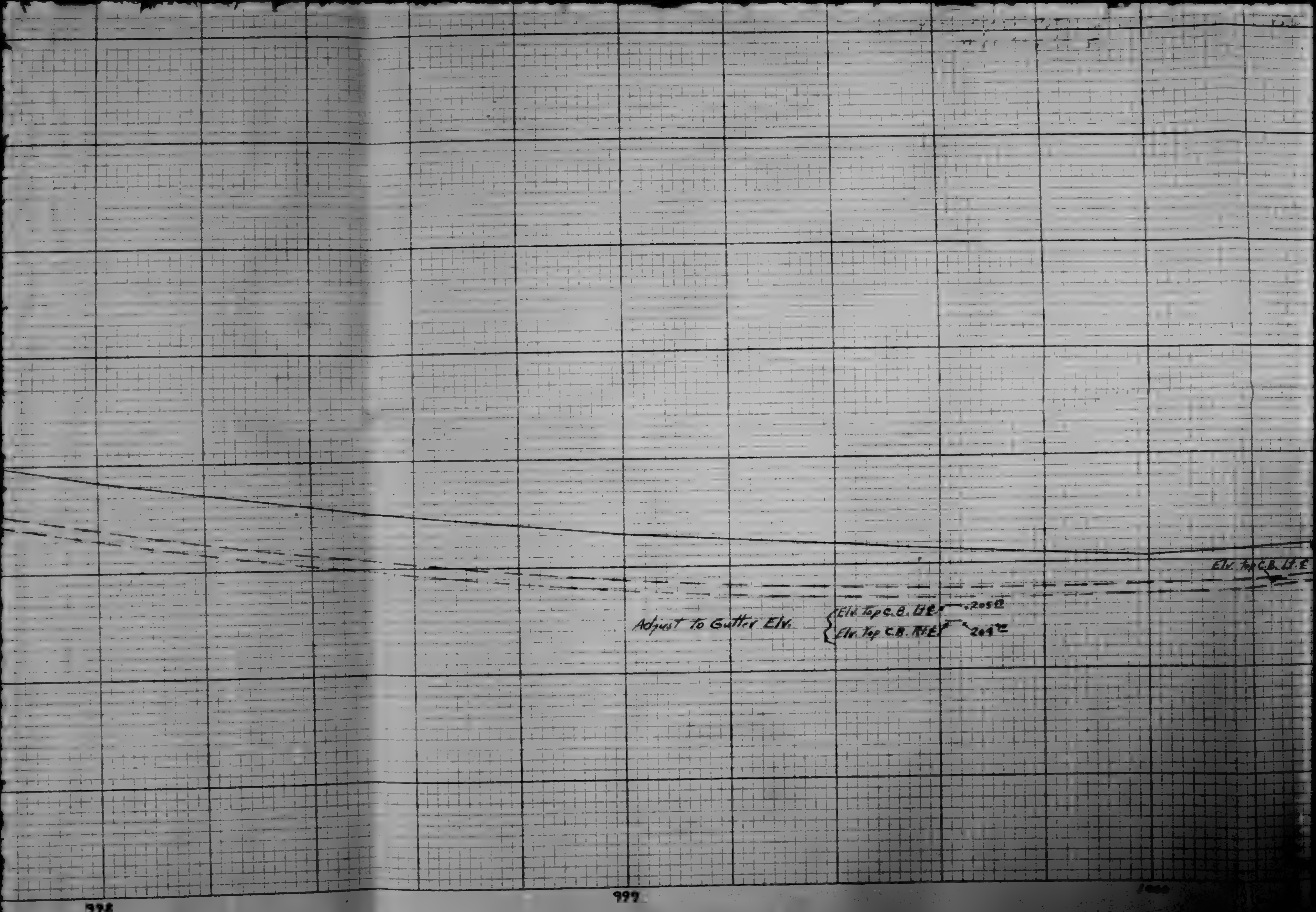

+87
+90
3' wooden S/w
End of Existing Conc S/w +26
BANKS
Replace 15" Conc. Sewer Pipe
C.B.
+22 M.H. Sanitary Sewer
+25 T.P.
188
Driveway
Driveway
+11

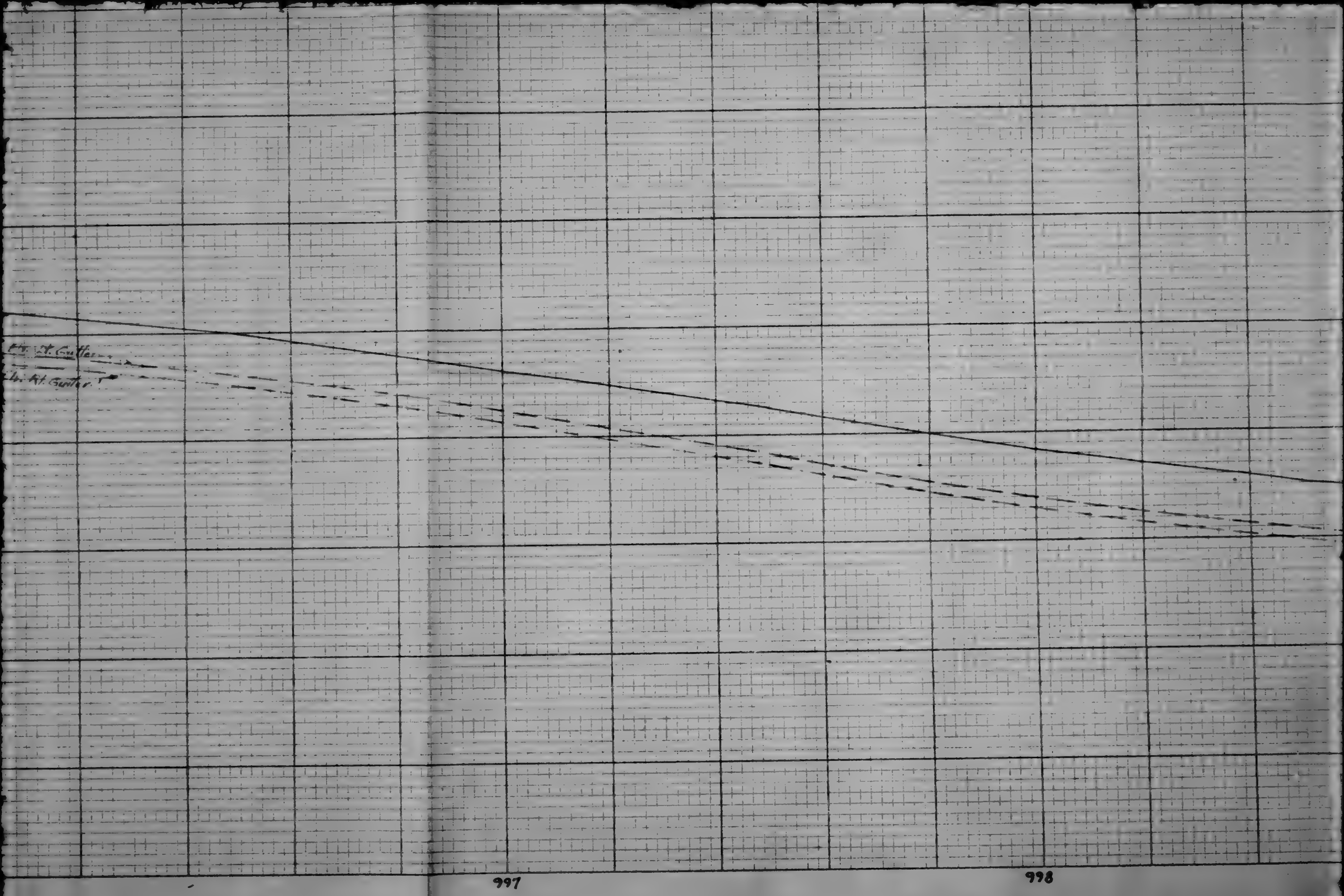

Driveways
+74
+87
+90
3' wooden S/w
of Existing Conc. S/w +26
+67
Driveway
+79
+83
Driveway
+94
+98
999
Driveway
+10
Inplace 15" Conc. Sewer Pipe
C.B.
C.B.
3' S/w Conc.
+64
+67
Adjust Catch Basins Rt & Lt. of ℄
+81 Water Valve
+89 water Valve & Fire Hyd.
+91 Property Line
+96 End of S/w
1000
Edge oil.
+02
6" Conc. Pipe
Wilkes St.
40'
+22 M.H. Sanitary Sewer
+25 T.P.
Edge Oil
+20
+26 Remove & Install Catch Basin
H.P.
C.B.
Existing 5' Conc. S/w
+88
Driveway
Driveway
+11
1001
Existing 5' Conc. S/w

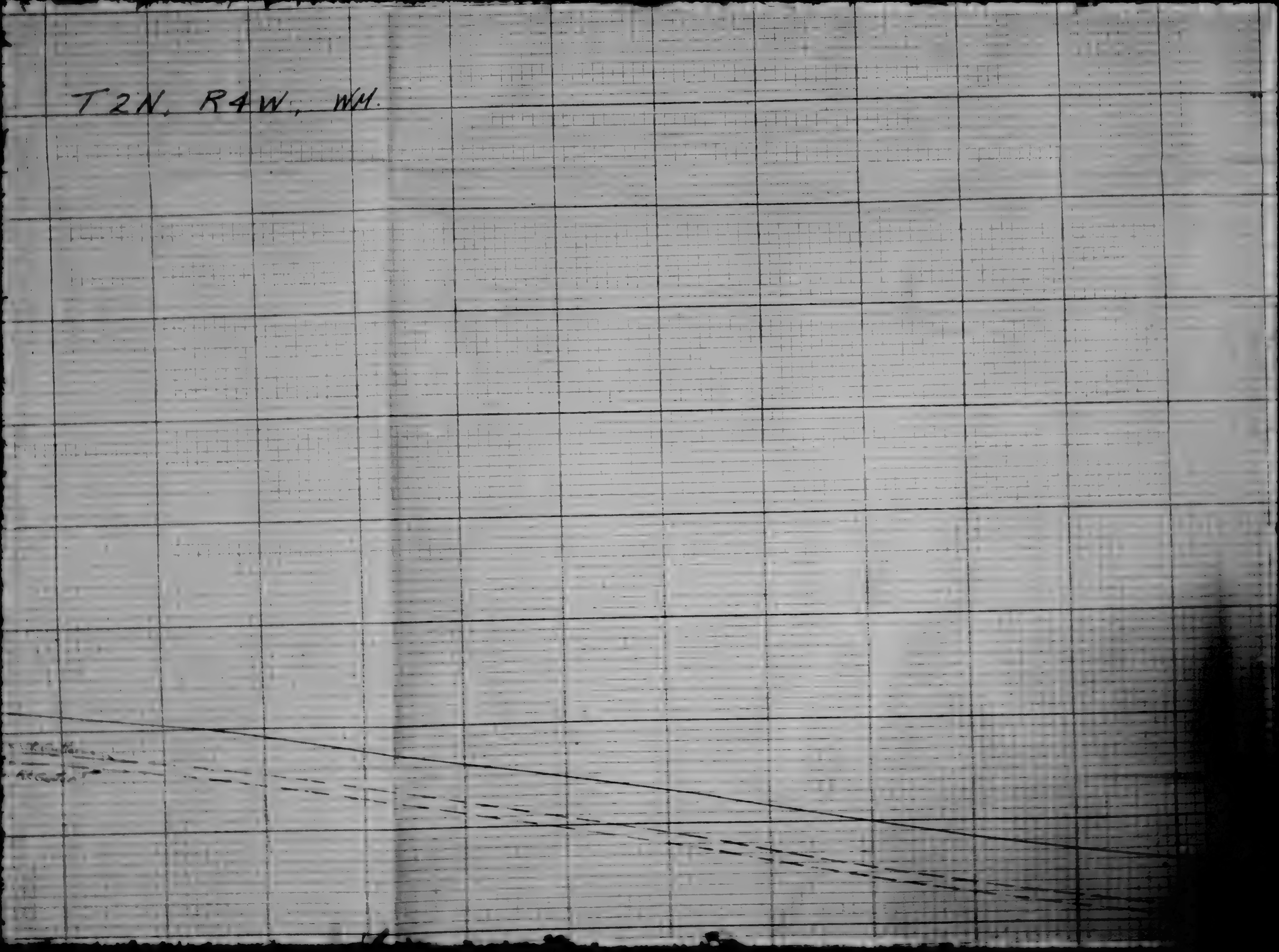

998
Driveway
water Valve +38
3' Conc. S/w
P.P.
+67
Driveways
Driveway
+79
+83
3' wooden S/w
Driveway
+94
+98
999
Driveway
+10
c S/w +26
"Conc. Sewer Pipe
C.B.
C.B.
3' S/w Conc.
+64
+67
Adjust Catch Basins
Ht + Lt. of ℄
+81 water Valve
+84 water Valve + Fire Hyd.
+91 Property Line
+96 End of S/w
1000
Edge oil.
+02
" Conc. Pipe
Wilkes St.
Sanitary Sewer
T.P.
Edge Oil
+20
+26 Remove + Install Catch Basin
H.P.
C.B.
Existing 5' Conc. S/w


S/W
+02
Driveway
+12
998
+50
+53
3' Conc. S/w
+65
Driveways
+74
+87
+90
3' wooden S/w
999
End of Existing Conc S/w +26
BANKS
Inplace 15" Conc. Sewer Pipe
C.B.
1000
+22 M.H. Sanitary Sewer
+25 T.P.

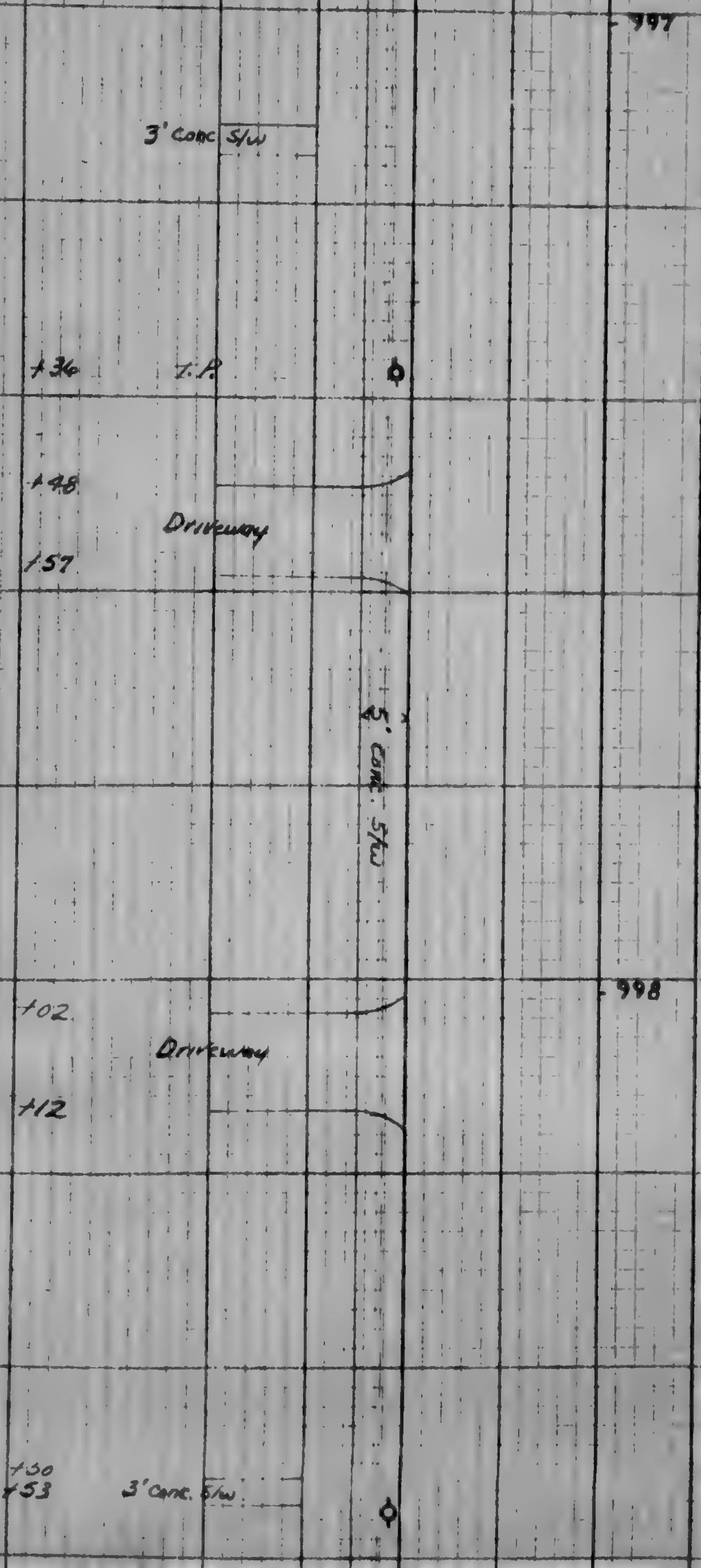
BANKS

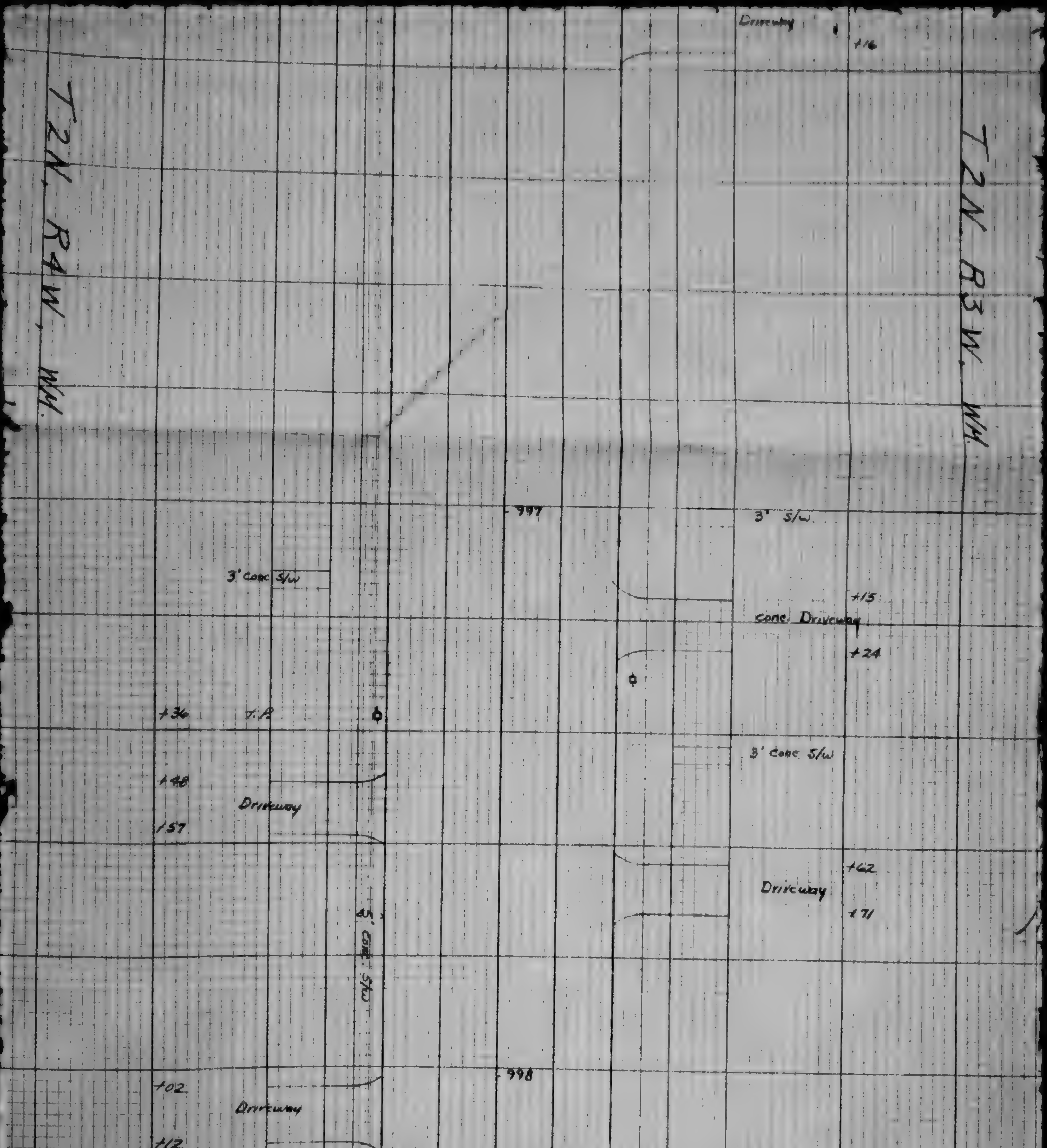

Adjust To Gutter Elv.
Elv. Top C.B. Lt.E
Elv. Top C.B. Rt.E
$.205^{12}$
204^{90}
Elv. Top C.B. Lt.E
998
999
1000

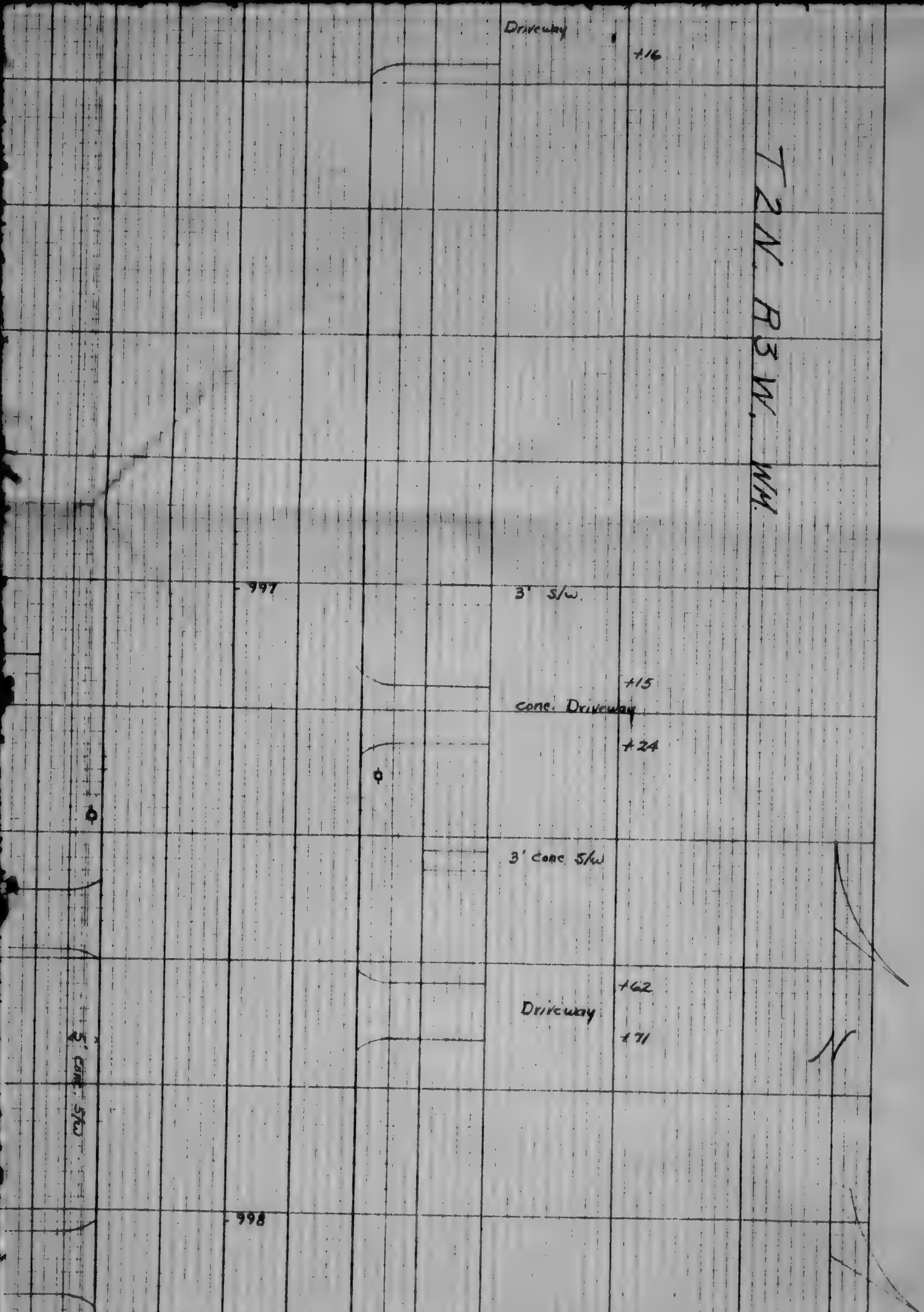

Ht. S. Gutter
Lo. N. Gutter
997
998

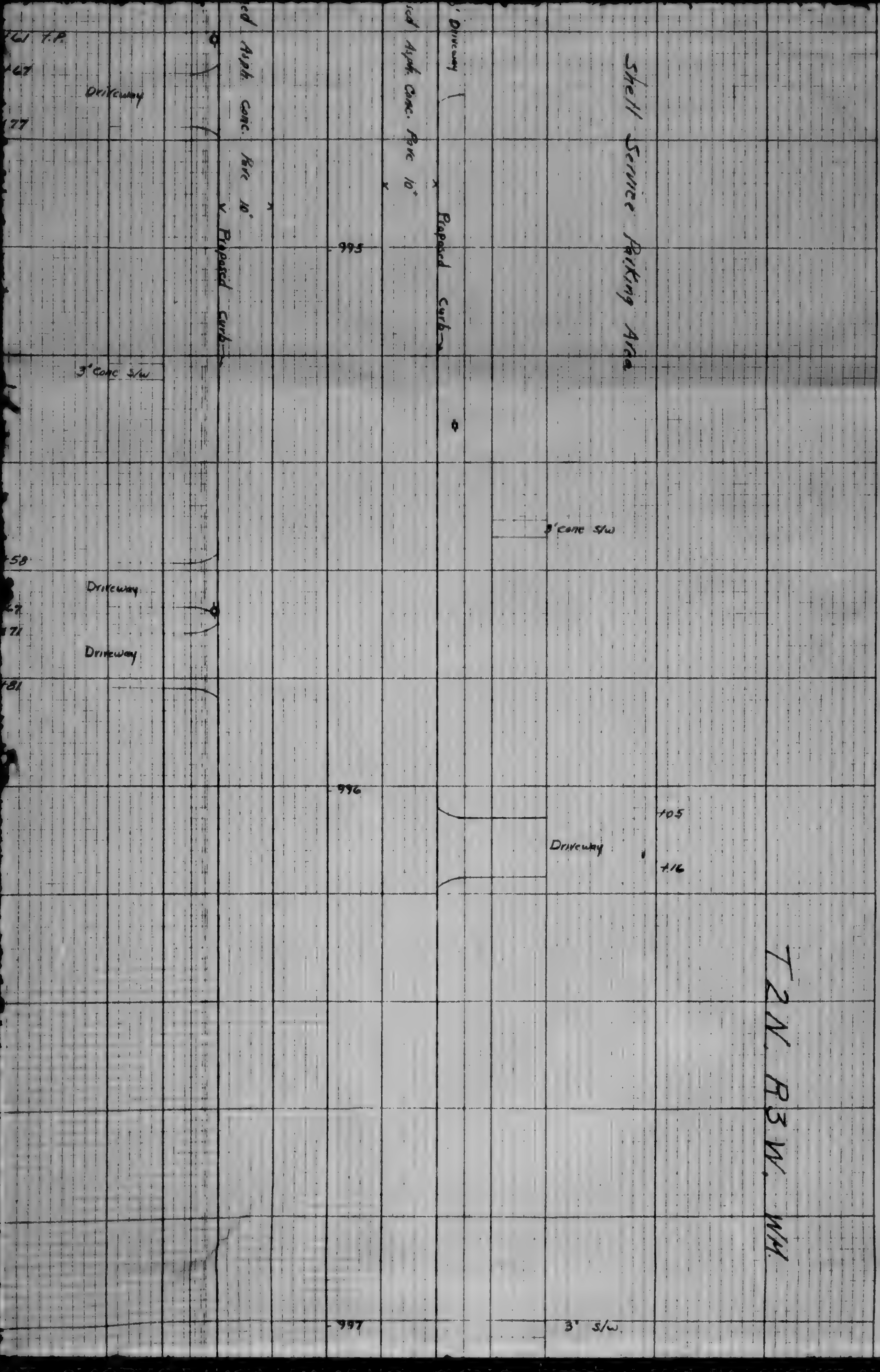

T2N. R4W. WM.

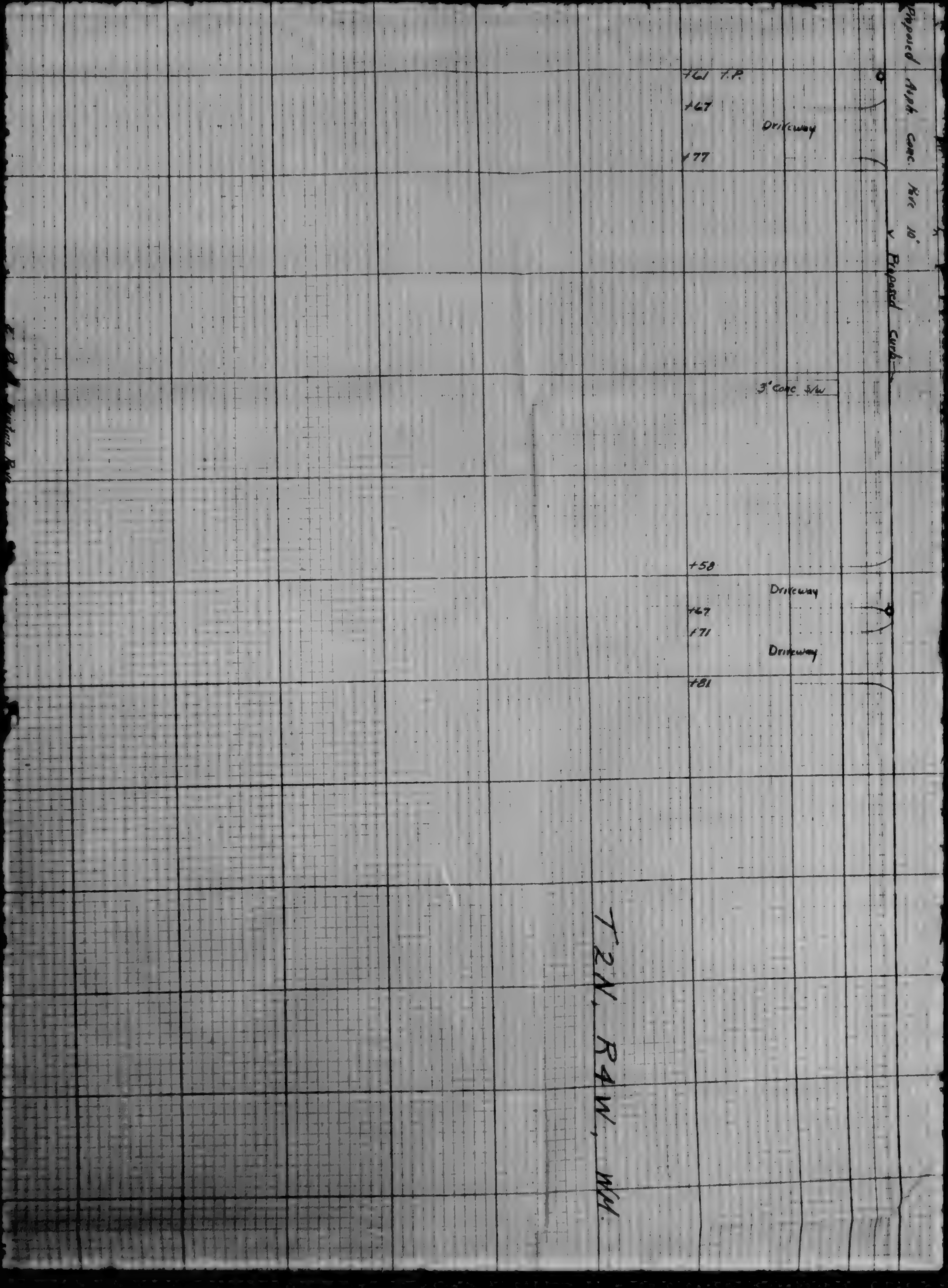
T2N, R4W, W.M.

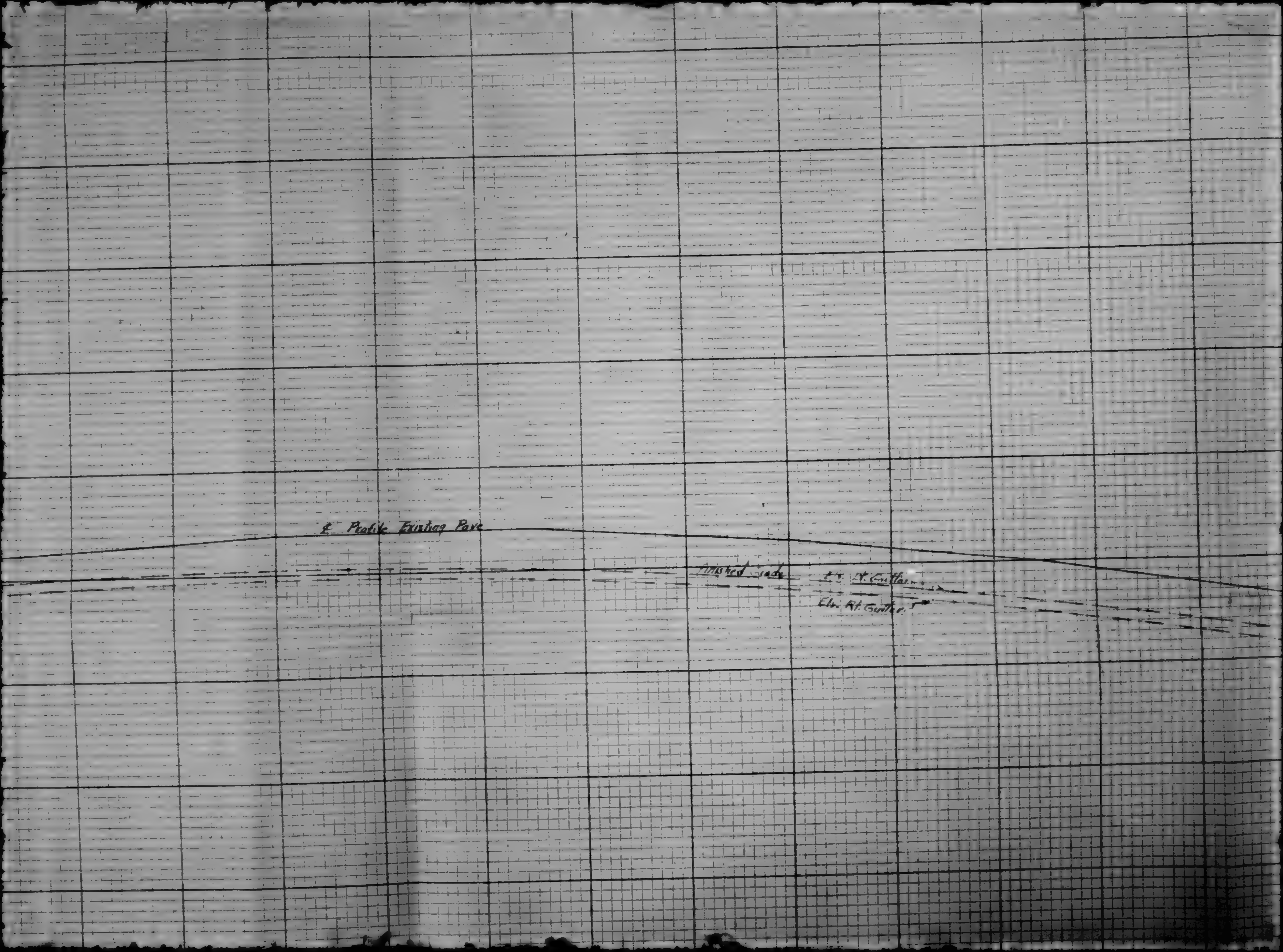

997
3' Conc S/W
+36
T.P.
+48
Driveway
+57
5' Conc. S/W
998
+02
Driveway
+12
+50
+53
3' Conc. S/W

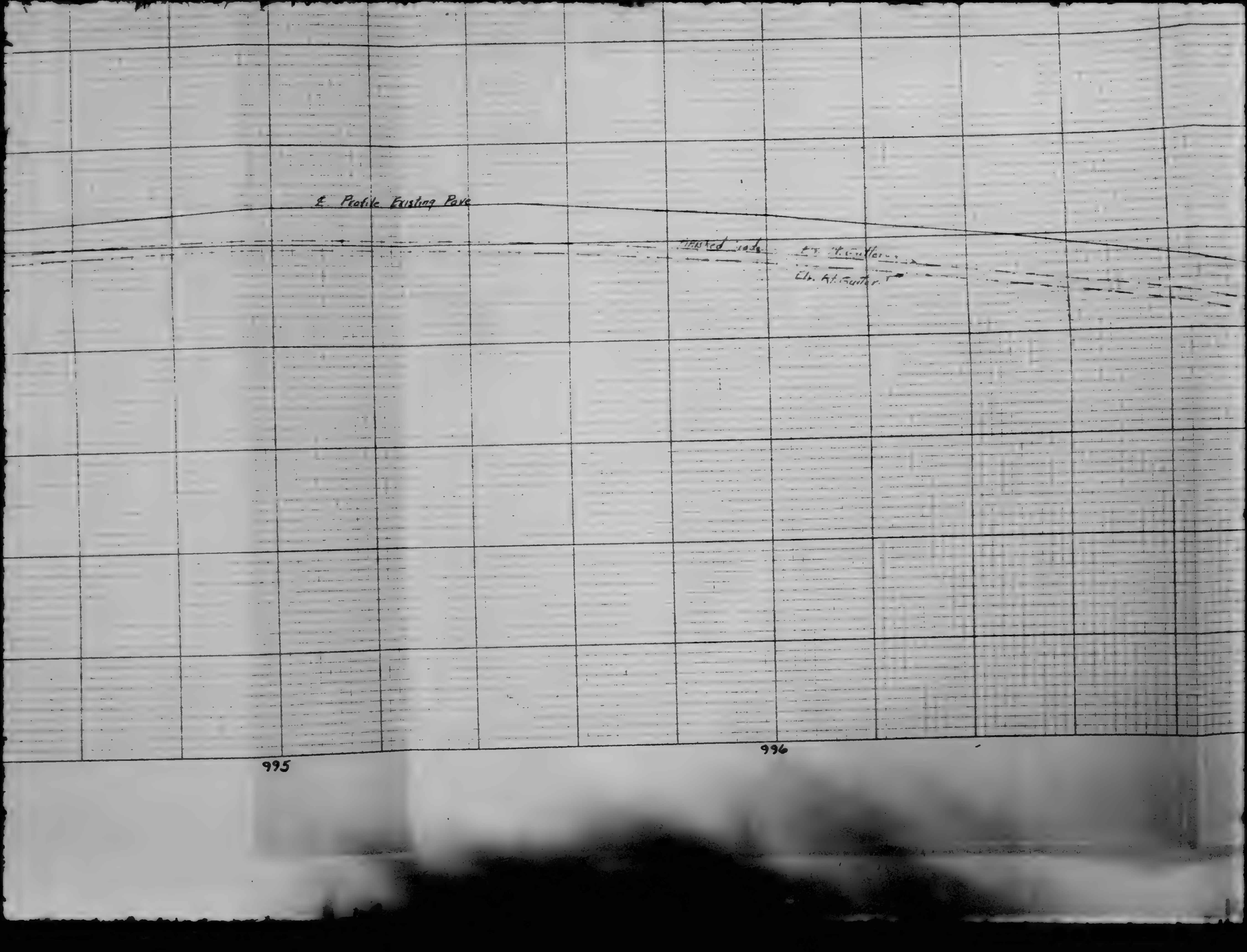

T2N, R4W, W.M.
T2N, R3W, W.M.
Driveway
+16
-997
3' S/W.
3' Conc S/w
+15
Conc. Driveway
+24
+36
T.P.
+48
Driveway
+57
3' Conc S/w
+62
Driveway
+71
5' Conc. S/W
-998
+02
Driveway
+12
Water Valve
+38
+50
+53
3' Conc. S/w

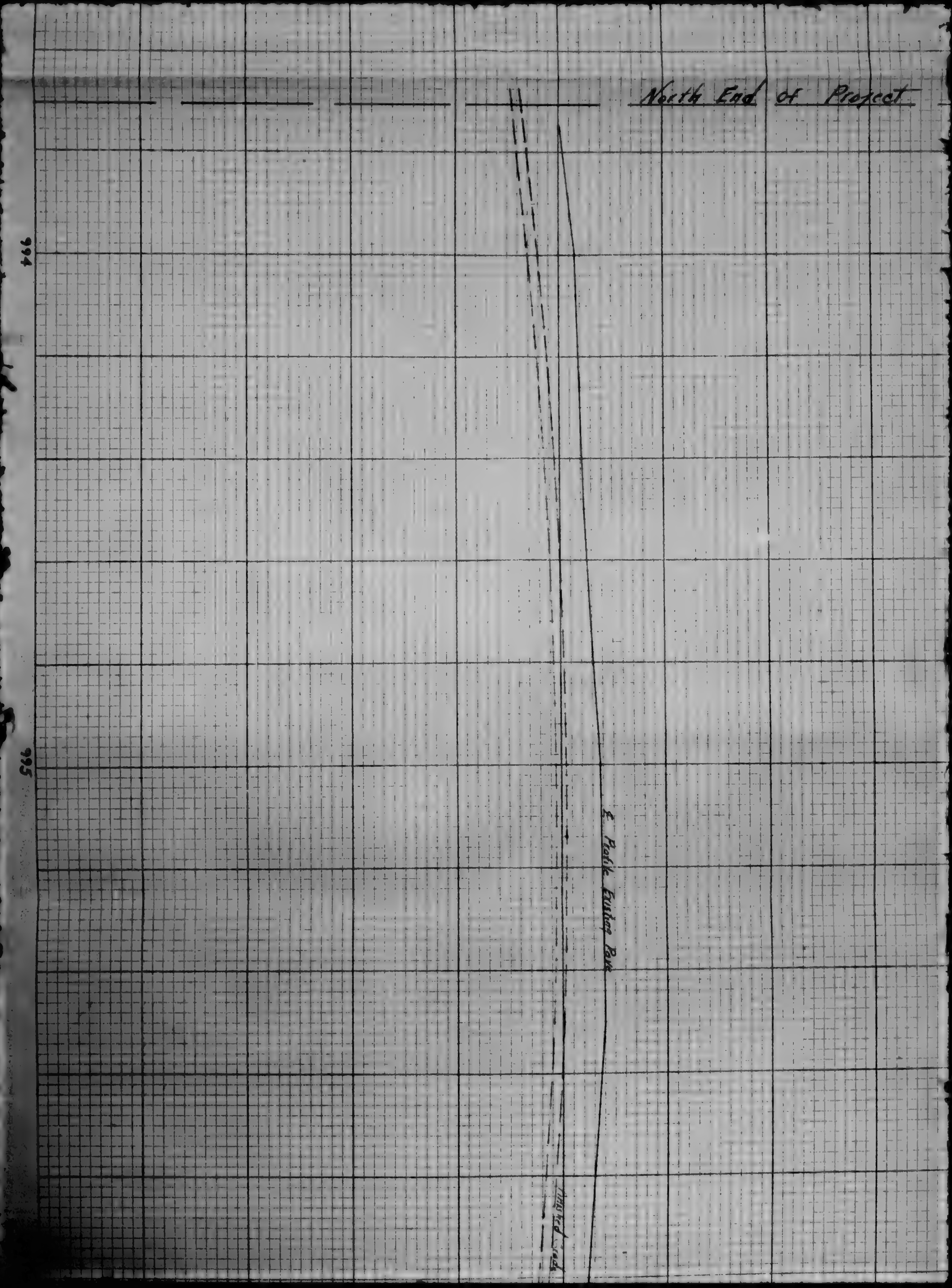

Driveway
+16
T2N R3W WM
997
3' S/w.
+15
conc. Driveway
+24
3' Conc S/w
+62
Driveway
+71
5' conc S/w
998
water Valve
+38

Shell Service Parking Area
T.P.
+67
+77
Driveway
ed Asph. Conc. Pave 10'
sed Asph. Conc. Pave 10'
Driveway
Proposed Curb
Proposed Curb
995
3' Conc S/w
3' Conc S/w
+58
Driveway
+71
Driveway
+81
996
+05
Driveway
+16
T2N. R3W. WM.
997
3' S/w.

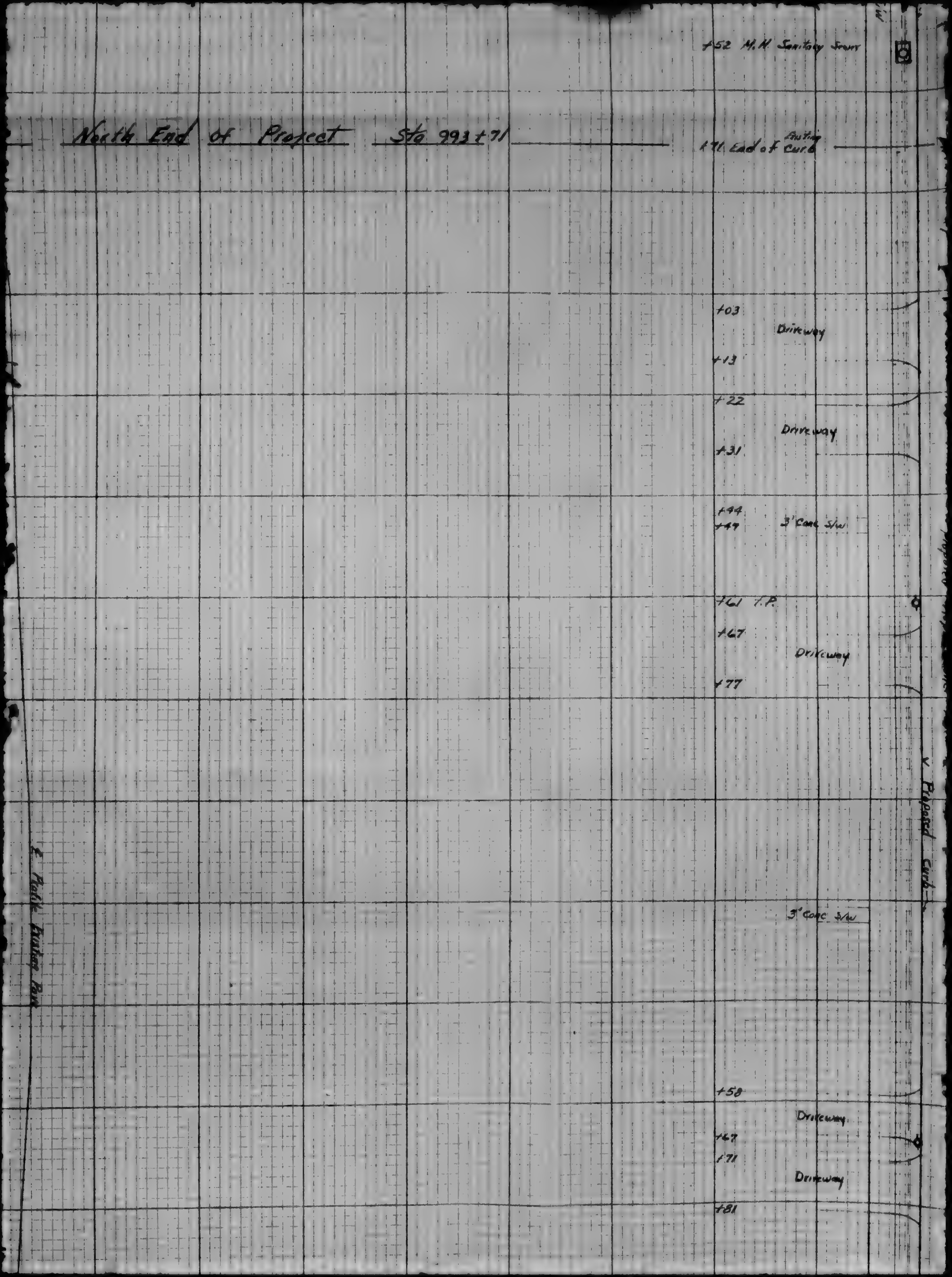

Proposed Asph. Conc. Pave 10'
Proposed Curb
+61 T.P.
+67
Driveway
+77
3' Conc S/W
+58
Driveway
+67
+71
Driveway
+81
Existing R/W
T2N, R4W, WM.

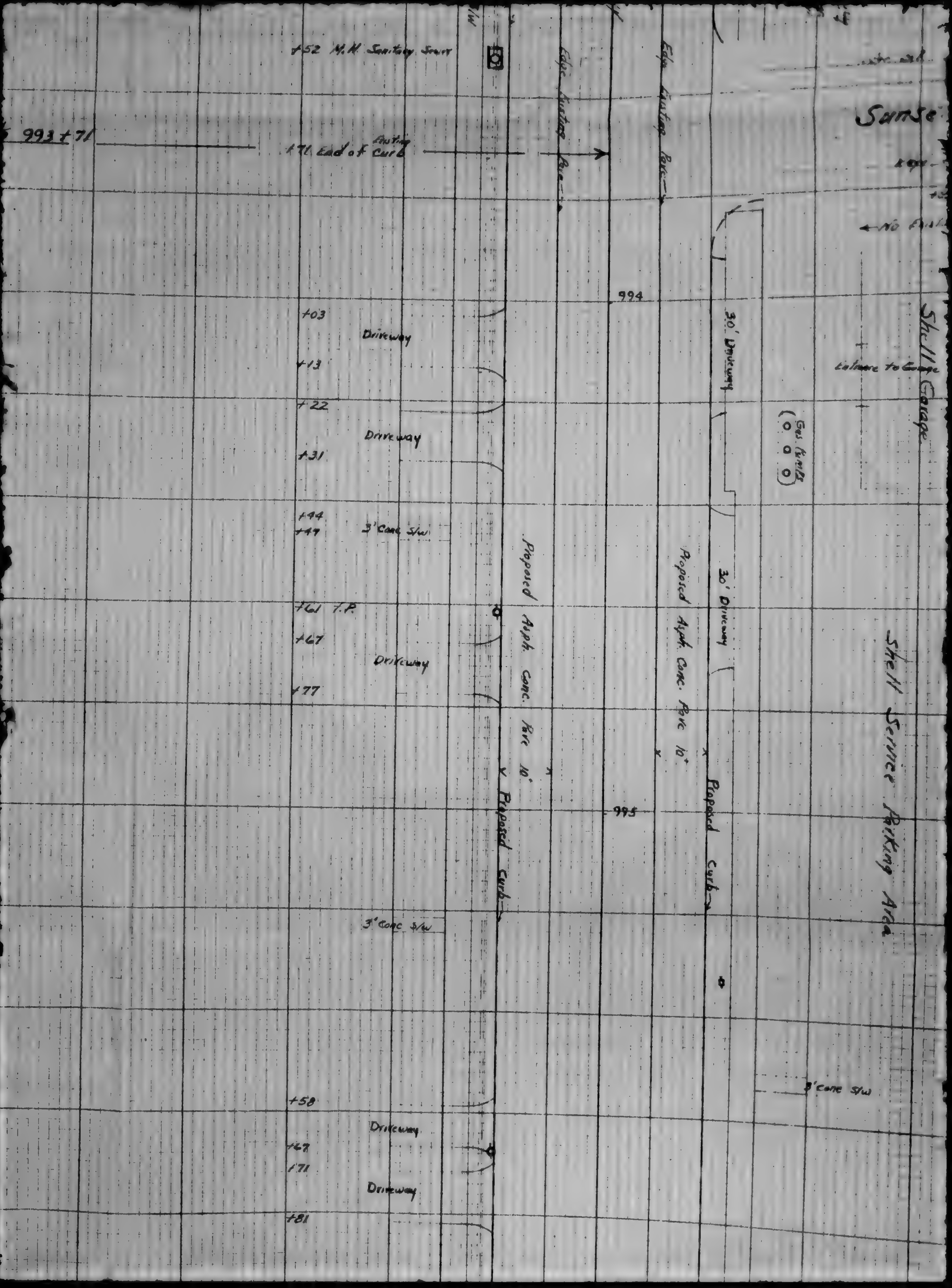

℄ Profile Existing Pave
Finished Grade
El. Lt. Gutter
Elv. Rt. Gutter

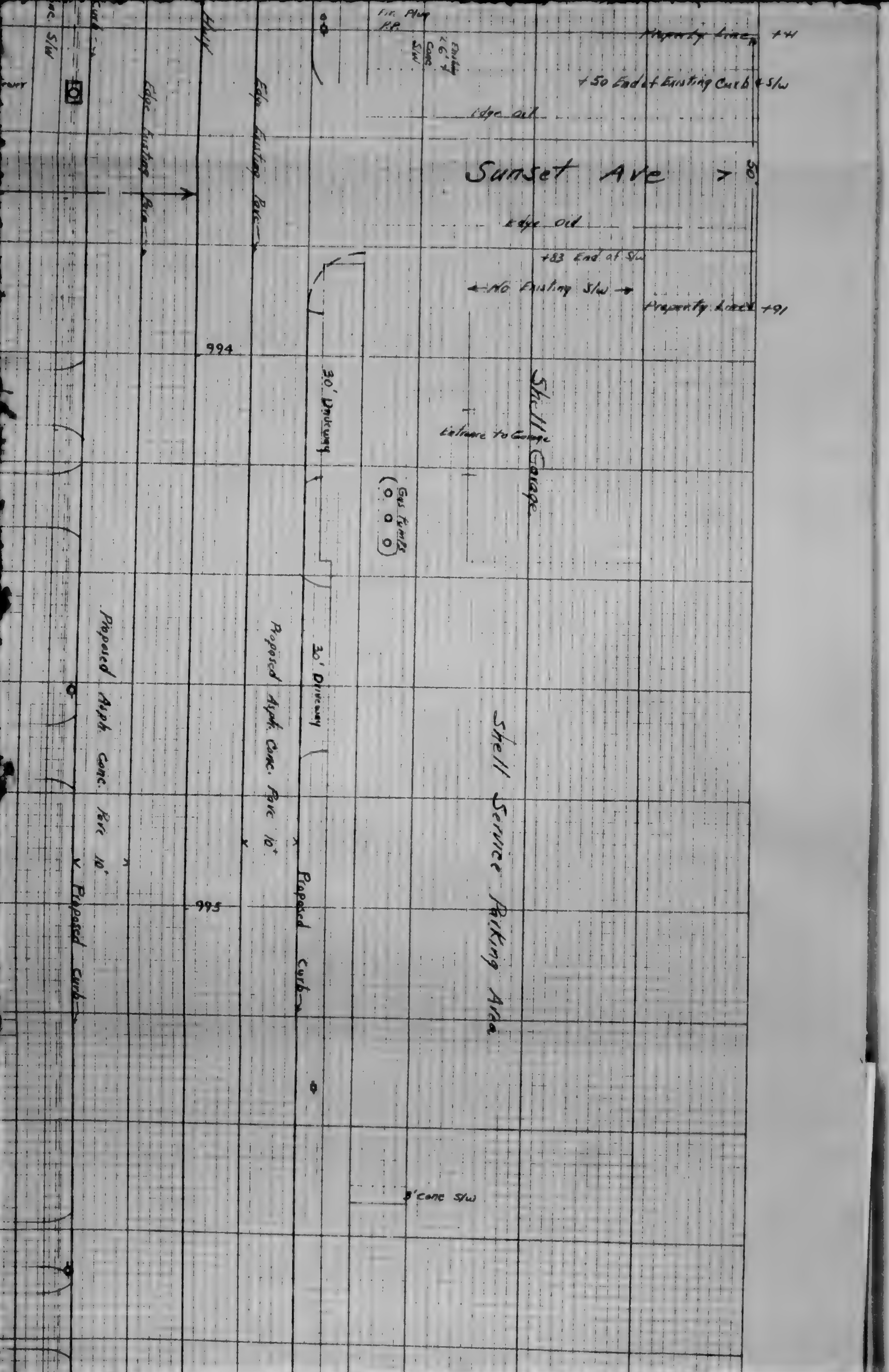

℄ Profile Existing Pave
Finished Grade
Ex. Rt. Gutter
Ex. Lt. Gutter
995
996

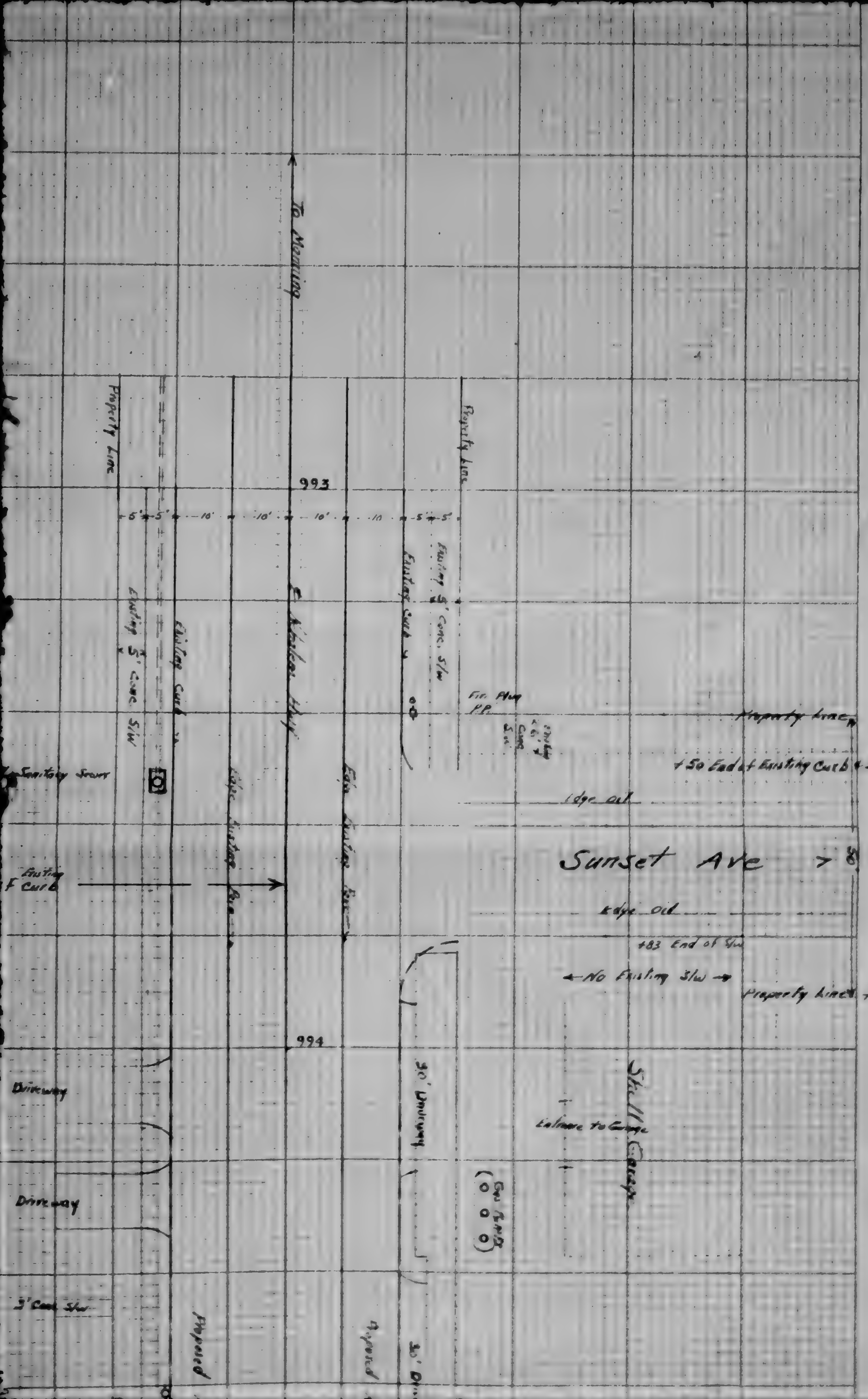

North End of Project
994
995
℄ Profile Existing Pave
Marked Grade

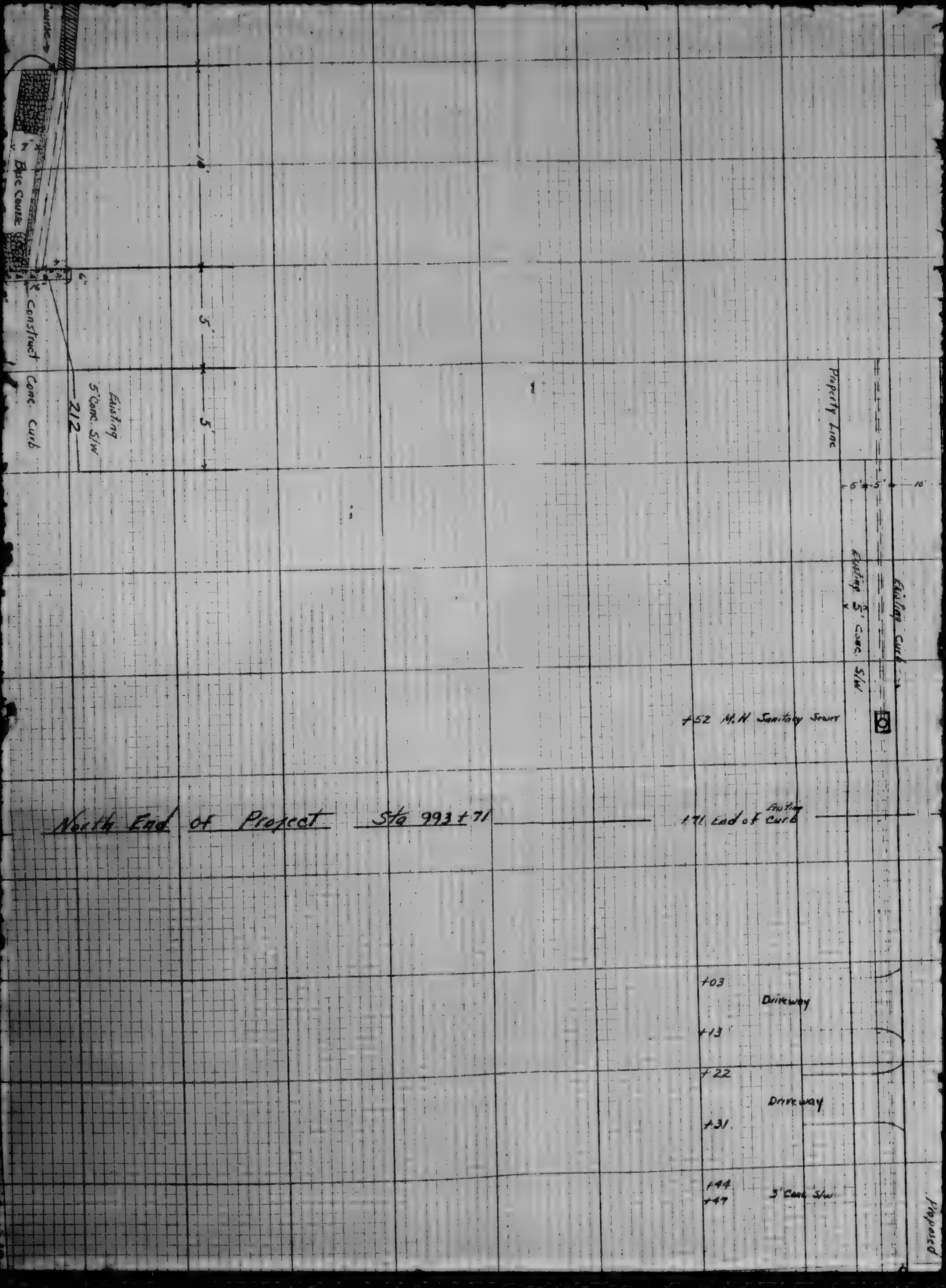
North End of Project Sta 993+71

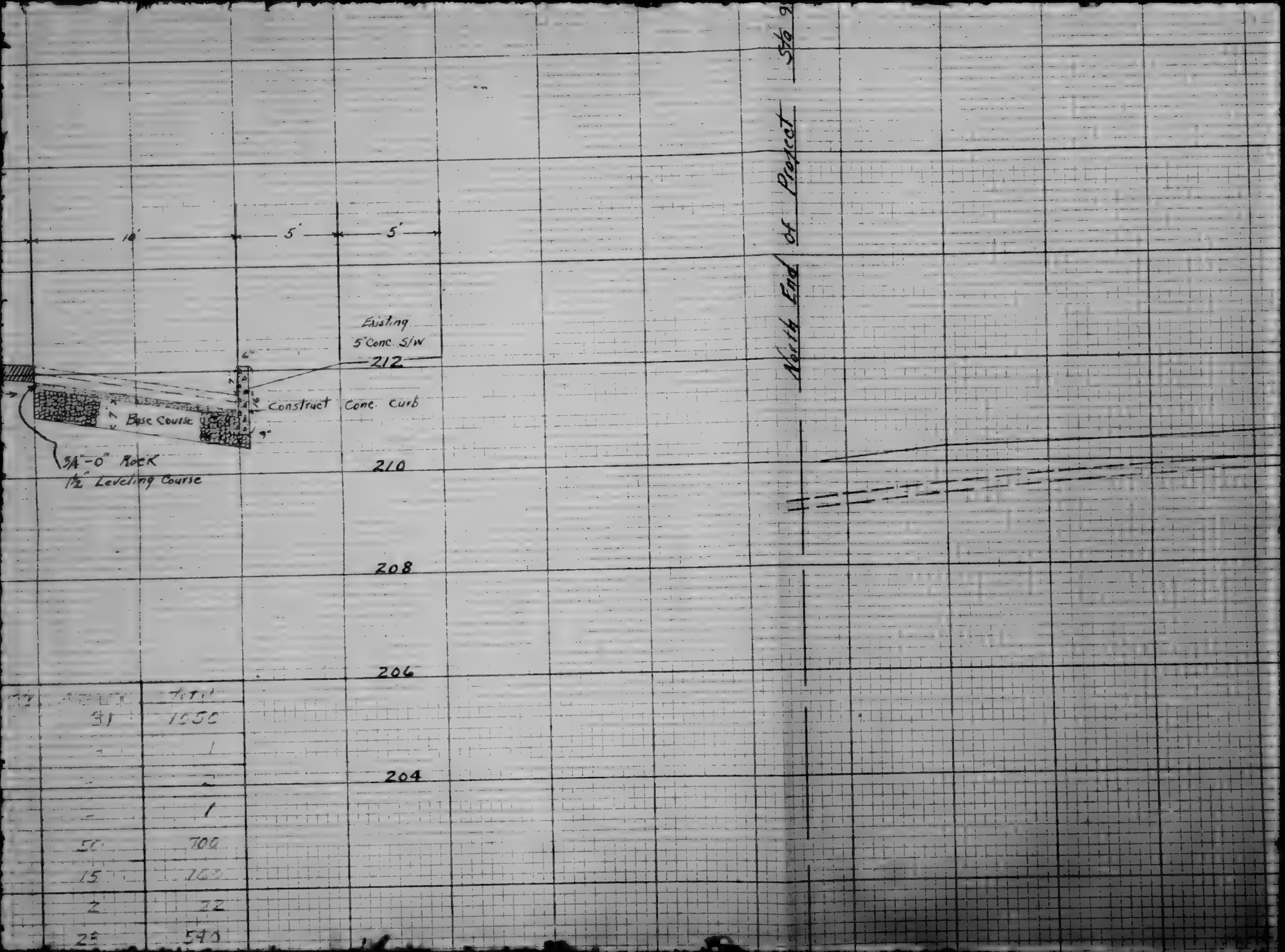



+52 M.H. Sanitary Sewer
993+71
+71 End of Existing Curb
Edge Existing Pave
Edge Existing Pave
Sunse
+No Exist
994
+03
Driveway
+13
+22
Driveway
+31
+44
+47
3' Conc S/w
30' Driveway
Shell Garage
Entrance to Garage
Gas Pumps
30' Driveway
+61 T.P.
+67
Driveway
+77
Proposed Asph. Conc. Pave 10'
Proposed Asph. Conc. Pave 10'
Proposed Curb
Proposed Curb
995
Shell Service Parking Area
3' Conc S/w
3' Conc S/w
+58
Driveway
+67
+71
Driveway
+81

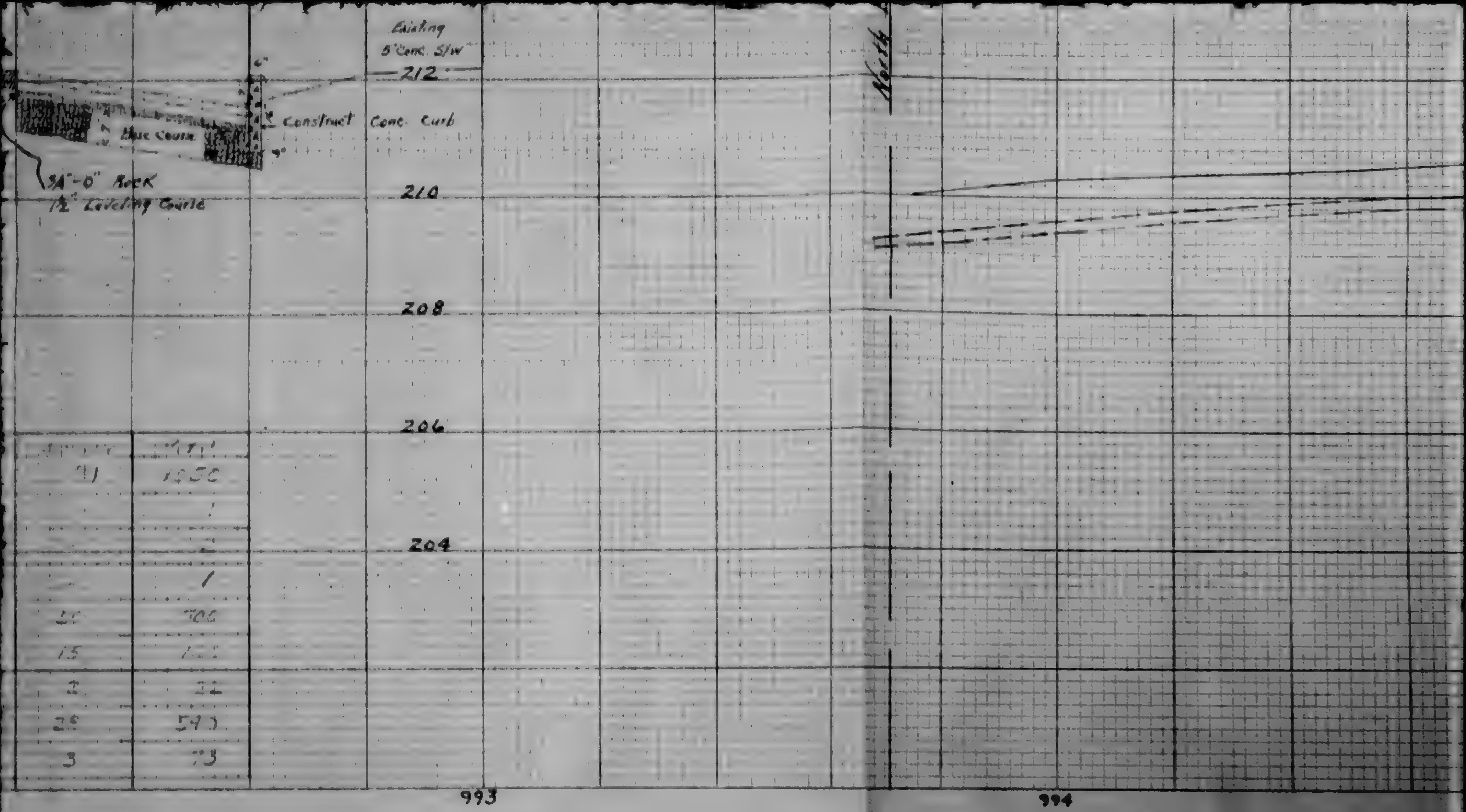

Fir. Plug
P.P.
Existing 6' Conc. S/w
Property Line +41
+50 End of Existing Curb & S/w
Edge oil
Sunset Ave
50'
Edge Oil
+83 End of S/w
← No Existing S/w →
Property Line +91
S/w
Edge Existing Pave
Half
Edge Existing Pave
994
30' Driveway
Entrance to Garage
Shell Garage
Gas Pumps
30' Driveway
Shell Service Parking Area
Proposed Asph. Conc. Pave 10'
Proposed Asph. Conc. Pave 10'
Proposed Curb
Proposed Curb
995
5' Conc S/w

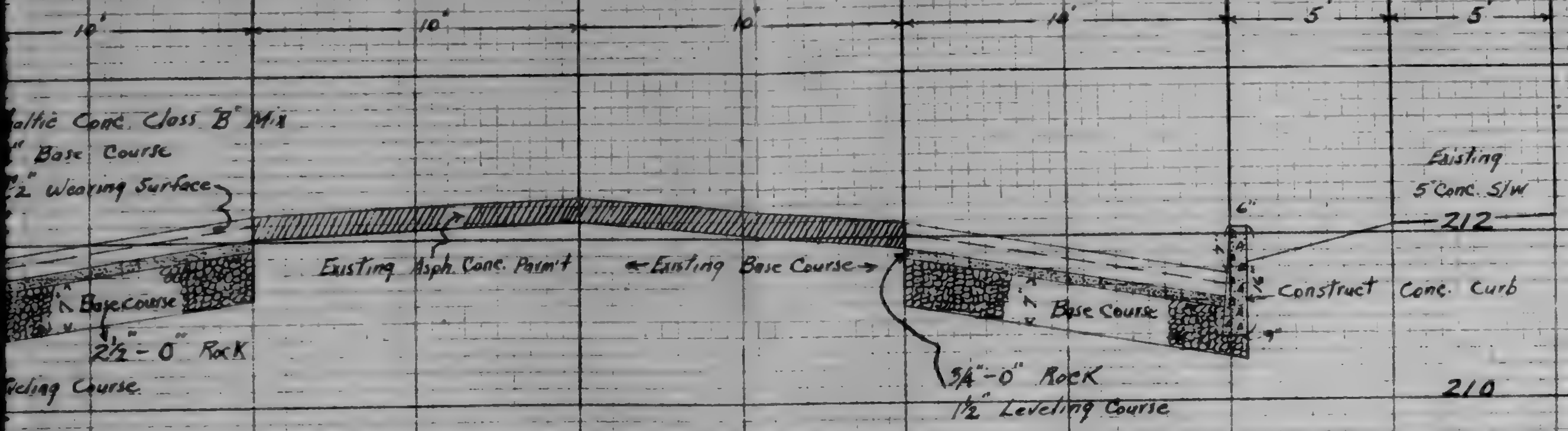

To Manning
Property Line
Property Line
993
5'
5'
10'
10'
10'
10
5'
5'
Existing 5' Conc. S/W
Existing Curb
℄ Kimber Hwy
Existing Curb
Existing 5' Conc. S/W
Fire Plug
P.P.
Existing 6'
Conc.
S/W
Property Line +41
+50 End of Existing Curb & S/W
Sanitary Sewer
Edge Existing Pav.
Edge Existing Pav.
Edge oil
Existing
F Curb
Sunset Ave
Edge Oil
+83 End of S/W
No Existing S/W
Property Line +91
994
Driveway
30' Driveway
Shell Garage
Entrance to Garage
Gas Pumps
Driveway
3' Conc S/W
Proposed
Proposed
30' Dr


Course →
Base Course
Construct Conc. Curb
6"
10'
5'
5'
Existing 5' Conc. S/W
212
Property Line
5' 5' 10'
Existing 5' Conc. S/W
Existing Curb
+52 M.H. Sanitary Sewer
North End of Project Sta 993+71
+71 End of Existing Curb
+03
Driveway
+13
+22
Driveway
+31
+44
+47
3' Conc. S/W
Proposed



[illegible]	Total
31	1550
-	1
	-
-	1
50	700
15	160
2	22
25	540


Existing
5" Conc. S/W
212
6"
Construct Conc. Curb
9"
Base Course
3/4"-0" Rock
1/2" Leveling Course
210
208
206
204
North
1.5
3
73
993
994



Section at Sta 996 + 00

Sta 993 + 71 To Sta 1005 + 75

Summary

Item	Unit	[illegible]	[illegible]	Total
Sub. F.L. [illegible]	Cu.Yd.	[illegible]	31	1050
[illegible]	[illegible]	1	-	1
[illegible]	[illegible]	2	-	2
[illegible]	[illegible]	1	-	1
2½"-0" Crushed Rock [illegible]	[illegible]	650	50	700
3/4"-0" " " "	Cu.Yd.	145	15	162
Sprinkling	M-Gal.	20	2	22
Class B Asphaltic Conc.	Tons	512	28	540
Concrete Curb	Cu.Yd.	70	3	73

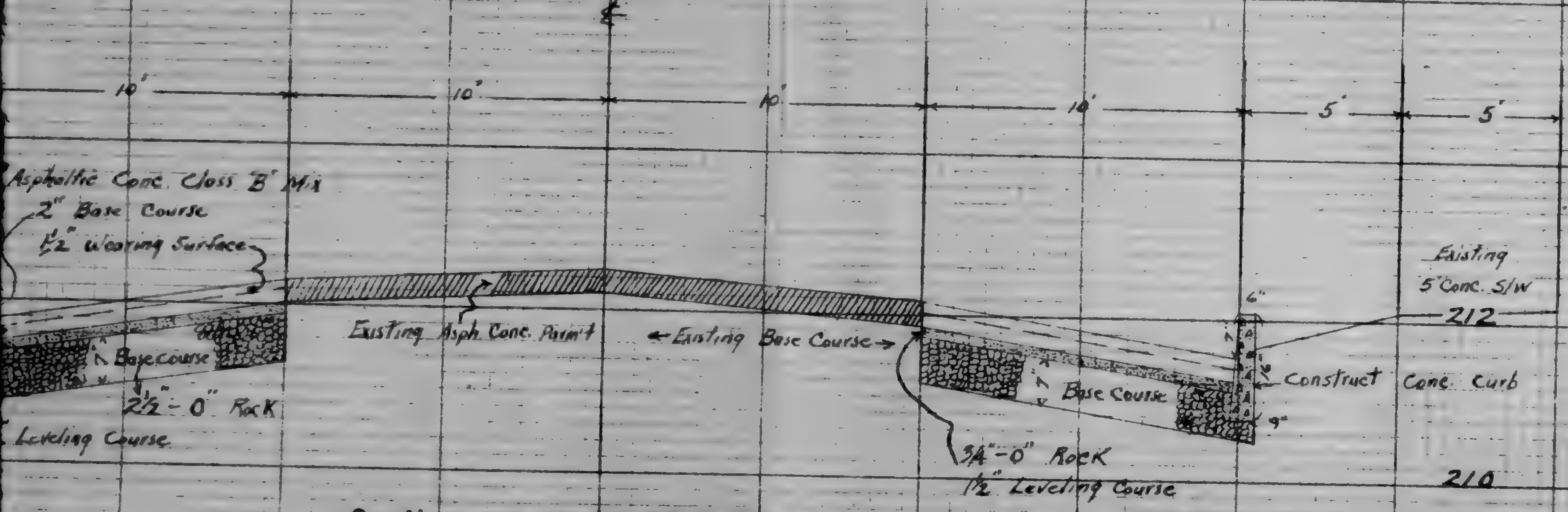
PROPOSED CURBS & PAVING

PLAN 1" = 20'

PROFILE 1" = 2' VERT.
1" = 20' HORZ.

CARL A. PETERSON RES. ENGR. JULY 1955

TYPICAL SECTION



Section at Sta 996 + 00

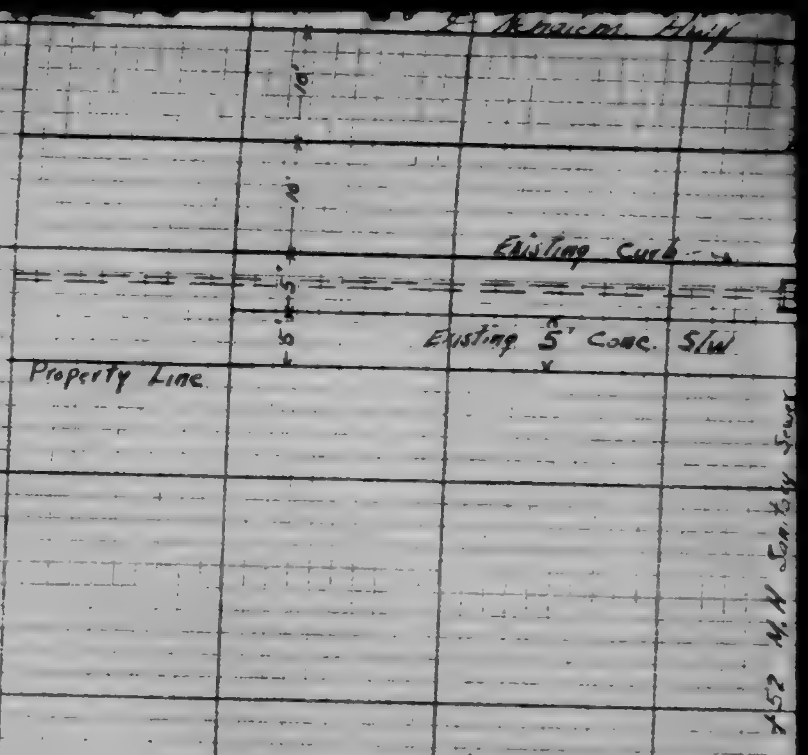
Sta 993 + 71 To Sta 1005 + 75

208

SUMMARY

206

Item	Unit	[illegible]	[illegible]	Total
Gen. Ex. Unclassified	Cu. Yd.	[illegible]	31	1050
[illegible]	[illegible]			



OREGON STATE HIGHWAY DEPARTMENT

BANKS CITY STREET (MAIN ST.)

NEHALEM HIGHWAY

WASHINGTON COUNTY

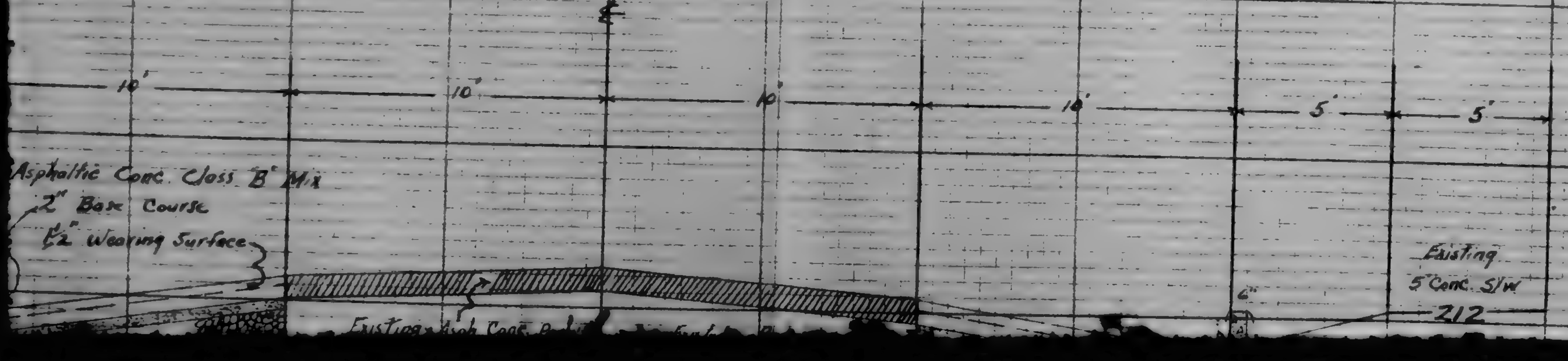
PROPOSED CURBS & PAVING

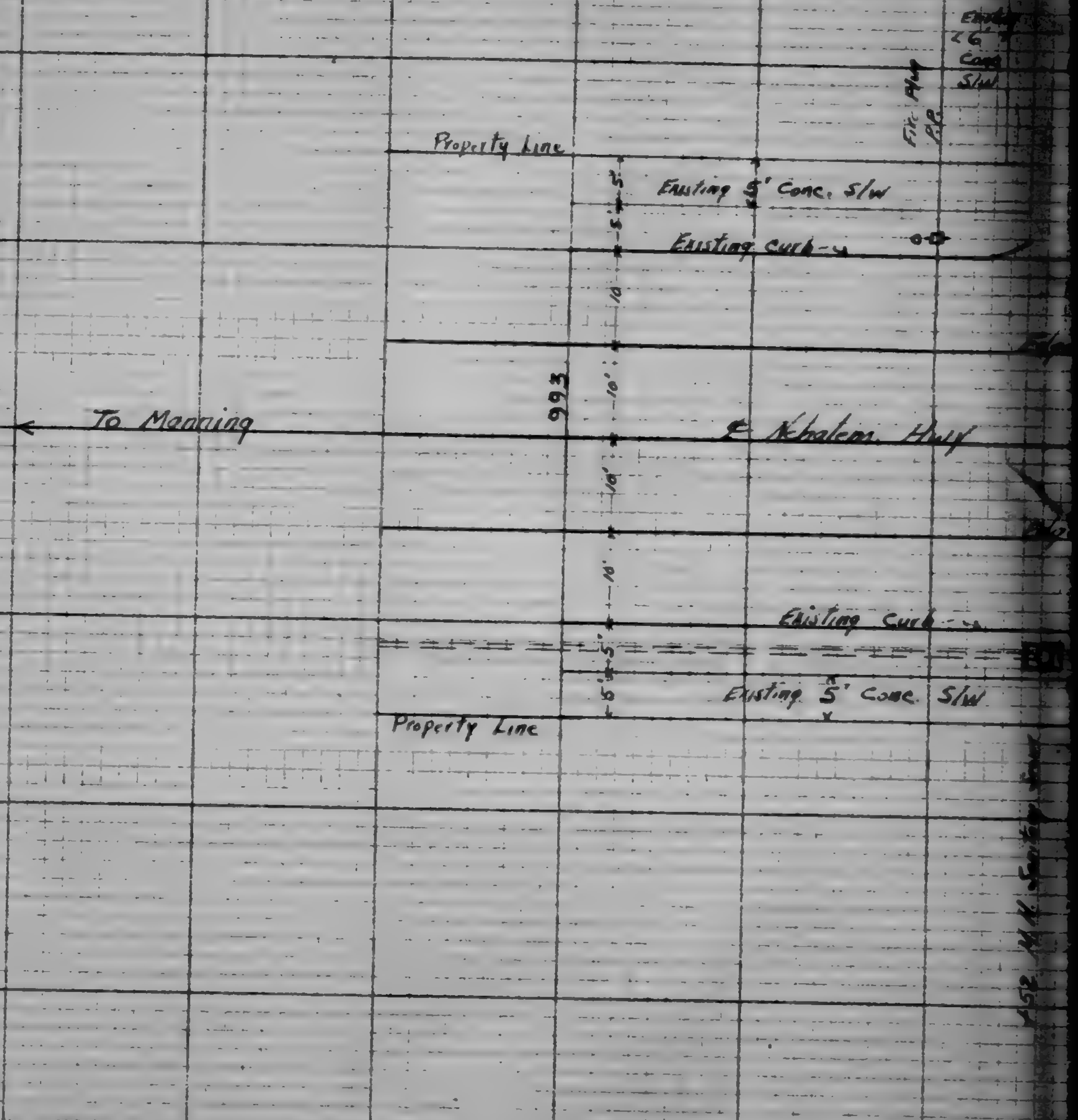
PLAN 1" = 20'

PROFILE 1" = 2' VERT.
1" = 20' HORZ.

CARL A. PETERSON RES. ENGR. JULY 1955

TYPICAL SECTION





OREGON STATE HIGHWAY DEPARTMENT

BANKS CITY STREET (MAIN ST.)

NEHALEM HIGHWAY

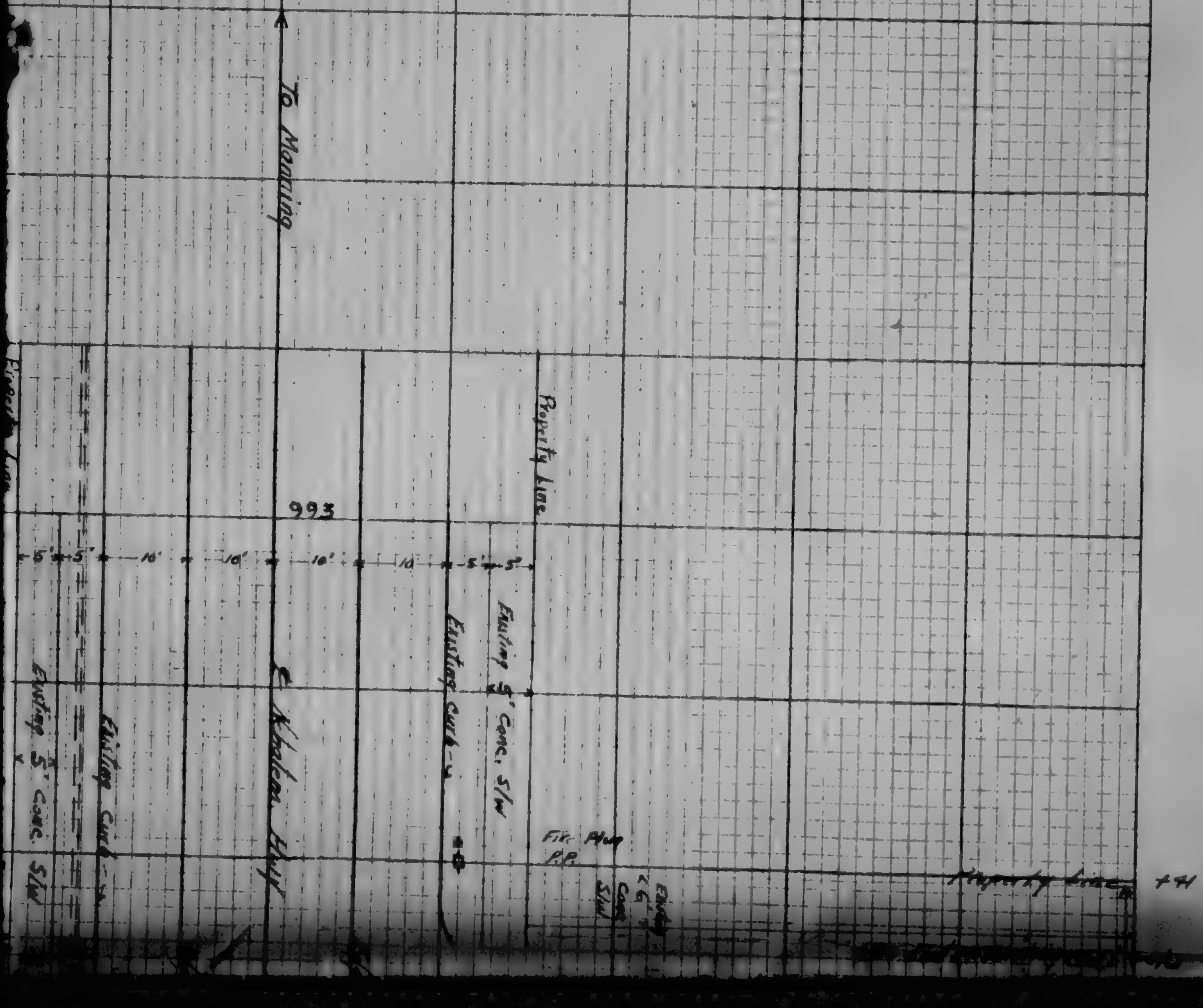
WASHINGTON COUNTY

PROPOSED CURBS & PAVING

PLAN 1" = 20'

PROFILE 1" = 2' VERT.
1" = 20' HORZ.

OREGON STATE HIGHWAY DEPARTMENT



← To Manning

OREGON STATE HIGHWAY DEPARTMENT

BANKS CITY STREET (MAIN ST.)

OREGON STATE HIGHWAY DEPARTMENT

BANKS CITY STREET (MAIN ST.)

NEHALEM HIGHWAY

WASHINGTON COUNTY

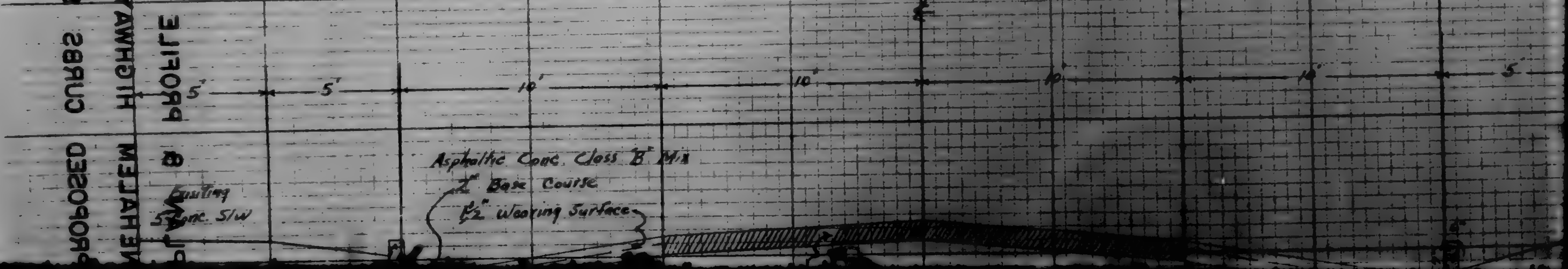
PROPOSED CURBS & PAVING

PLAN 1" = 20'

PROFILE 1" = 2' VERT.
1" = 20' HORZ.

CARL A. PETERSON RES. ENGR. JULY 1955

TYPICAL SECTION

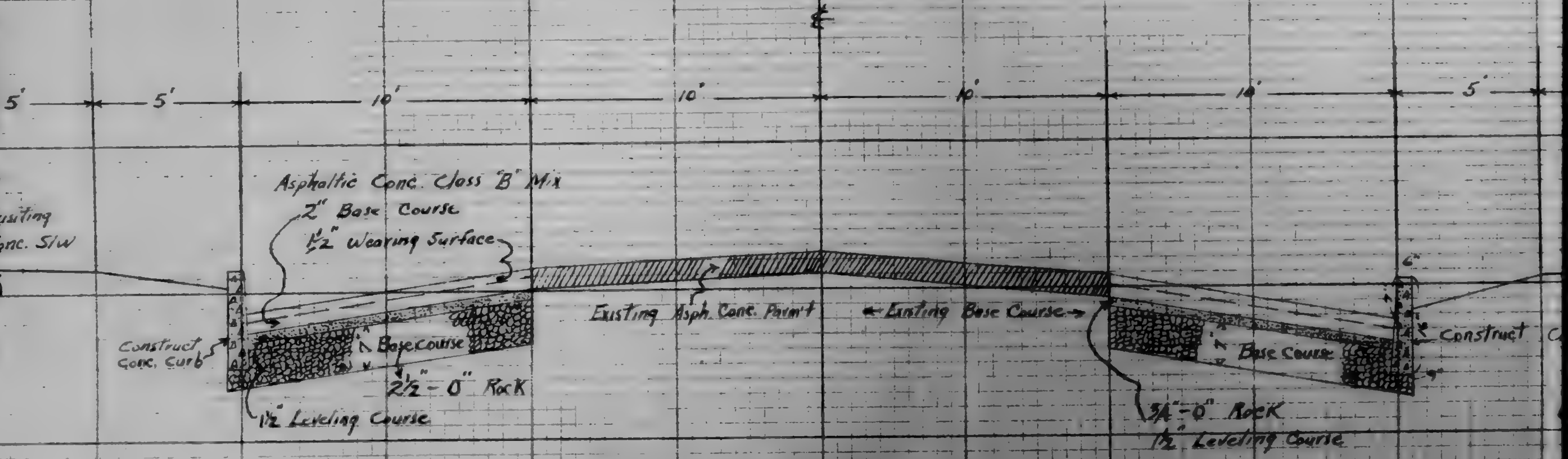


PLAN & PROFILE BANKS CITY STREE
NEHALEM HIGHWAY — WASHINGTON COU
PROPOSED CURBS & PAVING

PROFILE 1" = 2' VERT.
1" = 20' HORZ.

CARL A. PETERSON RES. ENGR. JULY 1955

TYPICAL SECTION

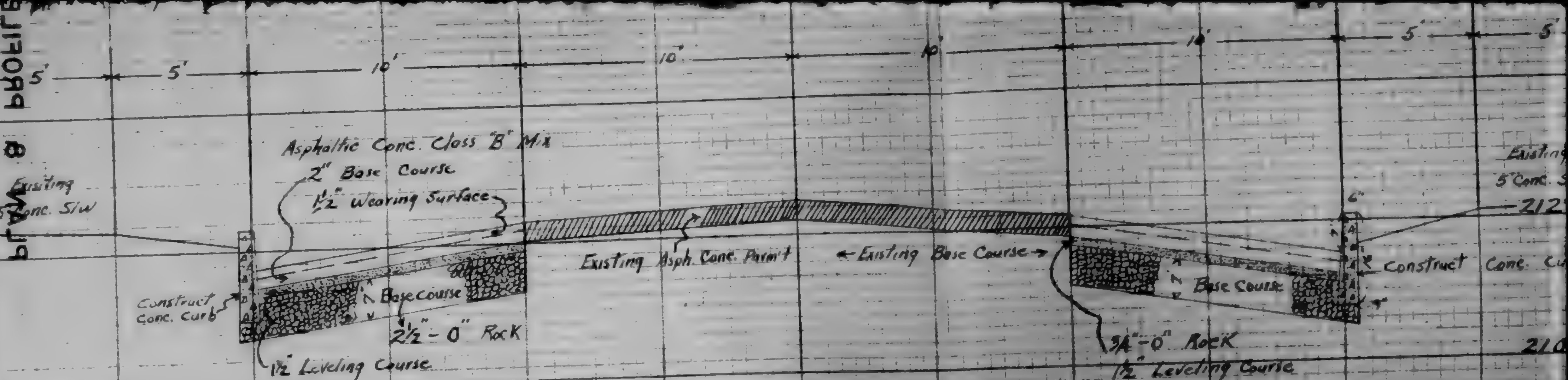


Section at Sta 996 + 00

Sta 993 + 71 To Sta 1005 + 75

SUMMARY

No.	Item	Unit	1st Quantity	Average	Total
1	Gen. Ex. Unclassified	Cu.Yd.	96	81	1050
2	Concrete Curb [illegible]	Only	1	-	1
3	Adjust Conc. Catch Basin	Only	2	-	2
4	Removal of Conc. Catch Basin				
5	2½" - 0" Crushed Material in Base				
	¾" - 0"				



Section at Sta 996 + 00

Sta 993 + 71 To Sta 1005 + 75

SUMMARY

No.	Item	Unit	Est. Quantity	Allowance	Total
1	[illegible]	Cu.yd.	[illegible]	31	1050
2	Concrete Curb [illegible]	Only	1	-	1
3	[illegible]	only	2	-	2
4	[illegible]	only	1	-	1
5	2½" - 0" Crushed [illegible]	Cu.yds.	650	50	700
6	3/4" - 0" " "	Cu.yd.	145	15	160
7	Sprinkling	M-Gal	20	2	22
8	Class B Asphaltic Conc.	Tons	562	28	590
9	Concrete Curbs	Cu.yd.	70	3	73

34-1099 Durham Rd. Jct. Sec. of the 1956
Pac. Hwy.
4712

34-1099

OREGON STATE HIGHWAY DEPARTMENT

(date)
January 14, 1957

(CONTRACT NO.) 4712	(EST. NO.)	(CONTRACT0R)
4712	4 Final	K. F. Jacobsen & Co. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
122	H170218	$ 938.42	Jan. 14, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F. Cole
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: None

Completion Date: Aug. 3, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-15-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 15 1957

NOTED ON CARD

RECEIVED
NOV 1 1956
FOR FILING

November 1, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4712 for work performed on the Durham Road Junction Section of the Pacific Highway West in Washington County was completed by the contractor, K.F. Jacobsen & Co.,Inc., on August 3 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $938.42 will be released to the contractor on or after November 12, 1956. The total contract amount is $31,280.51, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 12 1956
FOR FILING

34-1091

4712

October 12, 1956

CERTIFIED MAIL

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to K.F. Jacobsen & Co., Inc. on contract No. 4712, covering the Durham Road Junction Section of the Pacific Highway West In Washington County. This payment, in the amount of $1,897.46, will be released to the contractor on or after October 22, 1956. The retained percentage is in the amount of $938.42.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

Form E-1—16M—6-56

34-1099
4712

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 31, 1956

Section Durham Road Junction

Kind of work Grading and Paving

Highway Pacific - West

Section prefix 34-1099

Contractor K.F. Jacobsen & Co., Inc.

Contract number 4712

Date of contract June 4, 1956

Date of completion Sept. 15, 1956

Date work started June 27, 1956

Estimated date of completion August 3, 1956

Project authorization $ 37,372.50

Exclusive of Engineering $ 34,714.90

Per cent of time elapsed 76 %

Estimated cost of completed project, exclusive of engineering $ 32,715.83

Estimated per cent underrun 5.76 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2,657.60

Engineering cost to date $ 2,774.34 100 %

Date project was completed August 3, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The office has completed the Semi-final and will send it to Salem next week.

Noted
M. N. Juve

NOTED
TOM EDWARDS

NOTED
L. H. Young

NOTED
D. J. BARBE

RECEIVED
1956
CONS

Signed Lowell R. Johnston
Lowell R. Johnston

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.33	0.33			0.33
Miles partially completed					
Miles completed	0.33	0.33			0.33
Total estimated quantities (contract)	8000	5180		80 T	1200 T
Total quantities corrected to date	8479.6	4722		81.16 T	1172.91 T
Estimated quantities moved or placed to date	8479.6	4722		81.16	1172.91 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Rain		
Tuesday	Fair		
Wednesday	Partly Cloudy		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
JUL 12 1956
FOR FILING

34-1[illegible]

4

July 12, 1956

K. F. Jacobsen & Co., Inc.
1208 N. River St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4712, which was awarded to you by the State Highway Commission on June 4, for grading and paving on the Durham Road Junction Section of the Pacific Highway West in Washington County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 6 - 1956
FOR FILING

3-1-1-97
4 [illegible] 3

June 5, 1956

K. F. Jacobsen Company, Inc.
1208 N. River St.
Portland, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4712 for grading and paving the Durham Road Junction Section of the Pacific Highway West, about two miles south of Tigard, in Washington County.

This award was based on your bid of $32,920, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JUN 8 - 1956
FOR FILING

May 25, 1956

Mr. George E. Lewis, President
Tigard Chamber of Commerce
P. O. Box 748
Tigard, Oregon

Dear Mr. Lewis:

Reference is made to your letter of January 3, 1956 directed to Mr. R. H. Baldock, State Highway Engineer, in which you call his attention to a dangerous condition that exists at the intersection of Durham Road and Hoover Highway a short distance south of Tigard.

As stated to you in his letter of January 11, Mr. Baldock had this matter investigated. His report on the subject was rendered to the State Highway Commission at its meeting on April 26, 1956. It appears from the report that the only remedy to the situation is the reconstruction of the old road and elimination of excessive vertical curvature for a distance of about one-third of a mile. The estimated cost of such an improvement is $41,000. Mr. Baldock advised the Commission that an extreme hazard exists at this point and he recommended that remedial measures be taken immediately as an accident prevention measure. Incidentally, the project is now being advertised for bids to be received by the Commission at its meeting on June 4, 1956.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: F. B. Crandall

RECEIVED
JUL 12 1956
FOR FILING

34-1[illegible]

July 12, 1956

K. F. Jacobsen & Co., Inc.
1208 N. River St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4712, which was awarded to you by the State Highway Commission on June 4, for grading and paving on the Durham Road Junction Section of the Pacific Highway West in Washington County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 23 1956
FOR FILING

April 19, 1956

Oregon State Highway Commission

Gentlemen:

We have had many complaints as to dangerous conditions existing on highway US99W a short distance south of Tigard at a location known as Durham Road. Since this location, Durham Road, intersects the divided four-lane Pacific Highway West, a very restricted sight distance exists.

When we rebuilt this section of highway, we constructed a new highway for southbound traffic and utilized the old highway for northbound traffic. The old highway had a very rolling grade line and the vertical curvature is so severe near the Durham Road that the sight distance is restricted to about 200 feet.

A new union high school has been constructed on Durham Road and school buses use this intersection and there is without question, a definite hazard. Actual timing indicates that a vehicle traveling at a speed of 50 miles per hour will reach the intersection within five seconds after first being observed. This does not permit time for the school buses to enter the highway safely.

The only remedy is to reconstruct the old road and eliminate the excessive vertical curvature, such reconstruction being necessary for approximately one-third of a mile. The estimated cost is $41,000.

Owing to the extreme hazard which we know exists, I recommend that you authorize immediate remedial measures by calling for bids for the necessary improvement work at the May meeting of the Highway Commission.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
WCW:fn

EIVED
MAR 19 1956
OR FILING

FORM E-30X—50M—11-55

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1956

SUBJECT: Durham Road Section
Tigard-Tualatin River

W. C. WILLIAMS

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699-Sellwood Station
Portland 2, Oregon

I am forwarding herewith three sheets of plans on the subject named section. The plan is essentially that of cutting and filling to improve sight distance for those vehicles crossing Durham Road. It is contemplated that we will let a small contract to do this work. The job is being worked up by the design section here in Salem. Specifications are also being written here but it will be necessary for you to furnish us with the following information:

1. Will you give me a statement as to recommended source of materials for this job.
2. The Twin Road approaches, Station 210, will need relocation. Will you please give me your recommendation for the relocation and reconstruction of these road approaches.
3. I call your attention to the fact that we will need additional right of way and the description will be written by the Salem office. Right of way as shown on the proposed plan is the right of way that will be needed.
4. Will you please give us a recommendation for the disposal of access material originating at Stations 210 to 212.

L. H. Young
L. H. Young
Assistant Construction Engineer

RECEIVED

LHY:ep

Attach.

cc - Mr. W. C. Williams
Mr. Frank Hall

[illegible]EIVED
APR 1[illegible] 1956
FOR FILING

FORM E-30X 50,000 10-54

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1956

SUBJECT: Investigation of Traffic Conditions
Pacific Highway West at Durham Road
US99W - Hwy. No. 1W - M.P. 12.31
Assignment No. WCW 6318

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

In accord with instructions above indicated assignment, investigation has been made regard the bad traffic situation at intersection of US99W and Durham Road as brought to our attention by Mr. George Lewis, President, Tigard Chamber of Commerce, in his letter of January 3 to Mr. Baldock. As per instructions, a representative of the Traffic Division did meet and go over the situation with Mr. Lowell Johnson from the Division Office.

US99W in the vicinity of Durham Road intersection is a four-lane divided highway with southbound portion being of new construction and high type design. For a short section in the vicinity of Durham Road, northbound portion is the old original alignment and pavement with a rather sharp vertical curve to the south of Durham Road which severely restricts sight distance as between northbound US99W traffic and anyone approaching and entering the highway from Durham Road. Highway approach speeds at the intersection are on the order of 50 MPH plus, which makes the present sight distance of some 450 feet considerably below that required for safety.

During the period October 1, 1953, through November 30, 1955, there were three reported accidents at this intersection, resulting in two personal injuries, however, no fatalities. All of the accidents of record were of the type wherein restricted sight distance could well have been the causative factor. This is not what might be termed severe experience, however, certainly there is a high accident potentiality and of particular concern would be involvement of school buses which route to and from Durham Road.

I submit herewith plan of treatment involving a grade change in the northbound highway alignment which calls for some 1600 feet of reconstruction, however, would provide some 1000 feet sight distance to the south on the highway from Durham Road. The job would mean excavation of some 5000 yards of cut material to the south of Durham Road and the use thereof for embankment in the sag vertical north of Durham Road.

Lowell Johnson, on the basis of a purely windshield estimate, estimates cost to be some $20,000 plus — complete survey would be necessary to obtain more accurate estimate of cost. Rogers has a contract going in the vicinity and the work probably could be handled through price agreement with him.

I realize that this is probably more costly treatment than was anticipated in remedying the conditions, however, I can see no other alternative and recommend serious consideration. The detailed letter report from the Tigard Chamber of Commerce pretty well sets out the situation and, personally, I am very much concerned about the potential hazards as prevail. As I have said before, of particular concern would be involvement of a busload of school youngsters in an accident which could be very serious what with the restricted sight distance and high speeds on the highway.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:ng
Attachments

RECEIVED
1956

TYPICAL VIEWS
Pacific Highway West - South of Tigard

1. Looking south on the northbound half of US99W from 450 feet north of Durham Road.
2. Looking north on the northbound half of US99W from 300 feet south of Durham Road.
3. Looking south from an eastbound vehicle waiting to enter the intersection.
4. Looking south from a westbound vehicle waiting to enter the intersection.
5. Looking west on Durham Road from 175 feet east of US99W.
6. Looking north on US99W from the point at which the cross road symbols are first visible; sight distance, 0.21 miles.

2

3

4

5

6

TYPICAL VIEWS
Pacific Highway West - South of Tigard

1. Looking south on the northbound half of US99W from 450 feet north of Durham Road.
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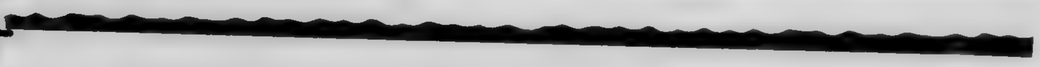
4



5

6

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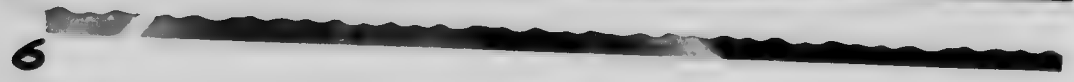
5



6

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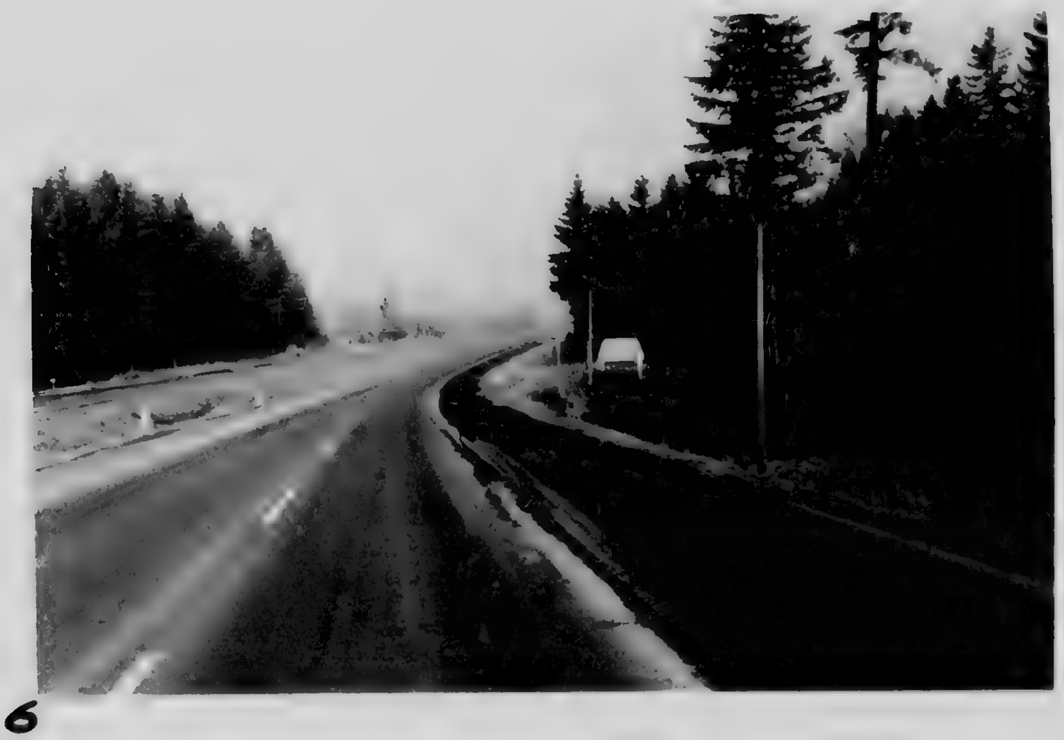

6

TYPICAL VIEWS
Pacific Highway West - South of Tigard

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3

1
2
3
4
5
6

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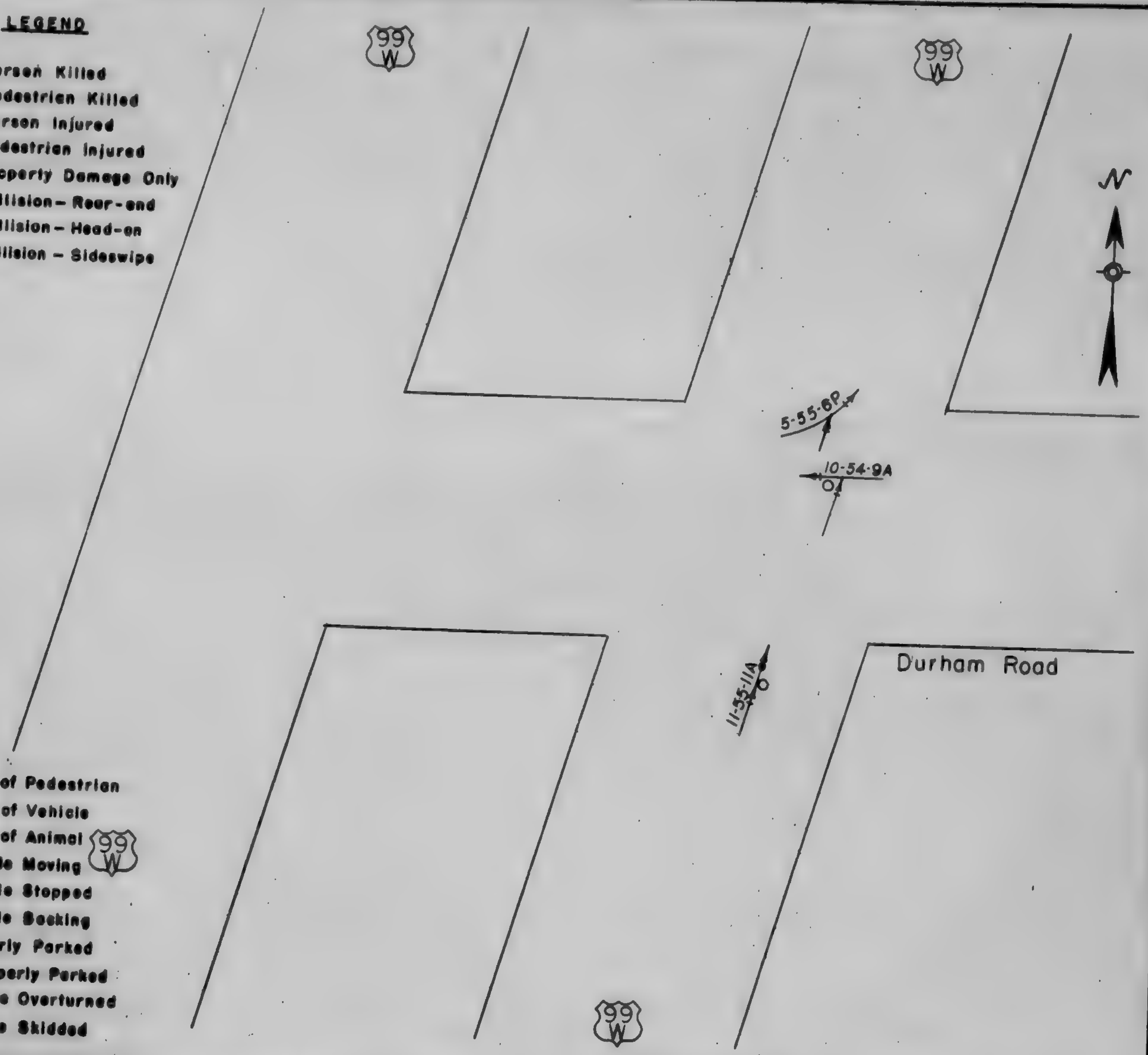
6. Looking north on US99W from the point at which the cross road symbols are first visible; sight distance, 0.21 miles.

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of ________ County Washington
Intersection of Pacific Highway W and Durham Road
Highway Number 1W - US99W M.P. 12.31
Period Covered 10-1-53 11-30-55
Compiled by L.D. Drawn by A.B.C. Date 1-21-56

LEGEND

●	Person Killed
◄----	Pedestrian Killed
○	Person Injured
◁----	Pedestrian Injured
◄──	Property Damage Only
◄─◄─	Collision - Rear-end
►◄	Collision - Head-on
⋌	Collision - Sideswipe



◁----	Path of Pedestrian
◄──	Path of Vehicle
◄----	Path of Animal
◄─	Vehicle Moving
◄●	Vehicle Stopped
◄─►	Vehicle Backing
▭	Properly Parked
▭	Improperly Parked
◄○○	Vehicle Overturned
◄∿	Vehicle Skidded

Collision Type					3-mos.-1953				1954				1955				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on										1		1						1		1
Rear-end																				
Sideswipe														1		1		1		1
Turning Movement																				
Parking															1	1			1	1
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL								—		1		1		1	1	2		2	1	3

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. US99W

HIGHWAY NO. 1W

MILE POST 12.33

GENERAL LOCATION 100 Feet South of Durham Road

DATE February 9, 1956

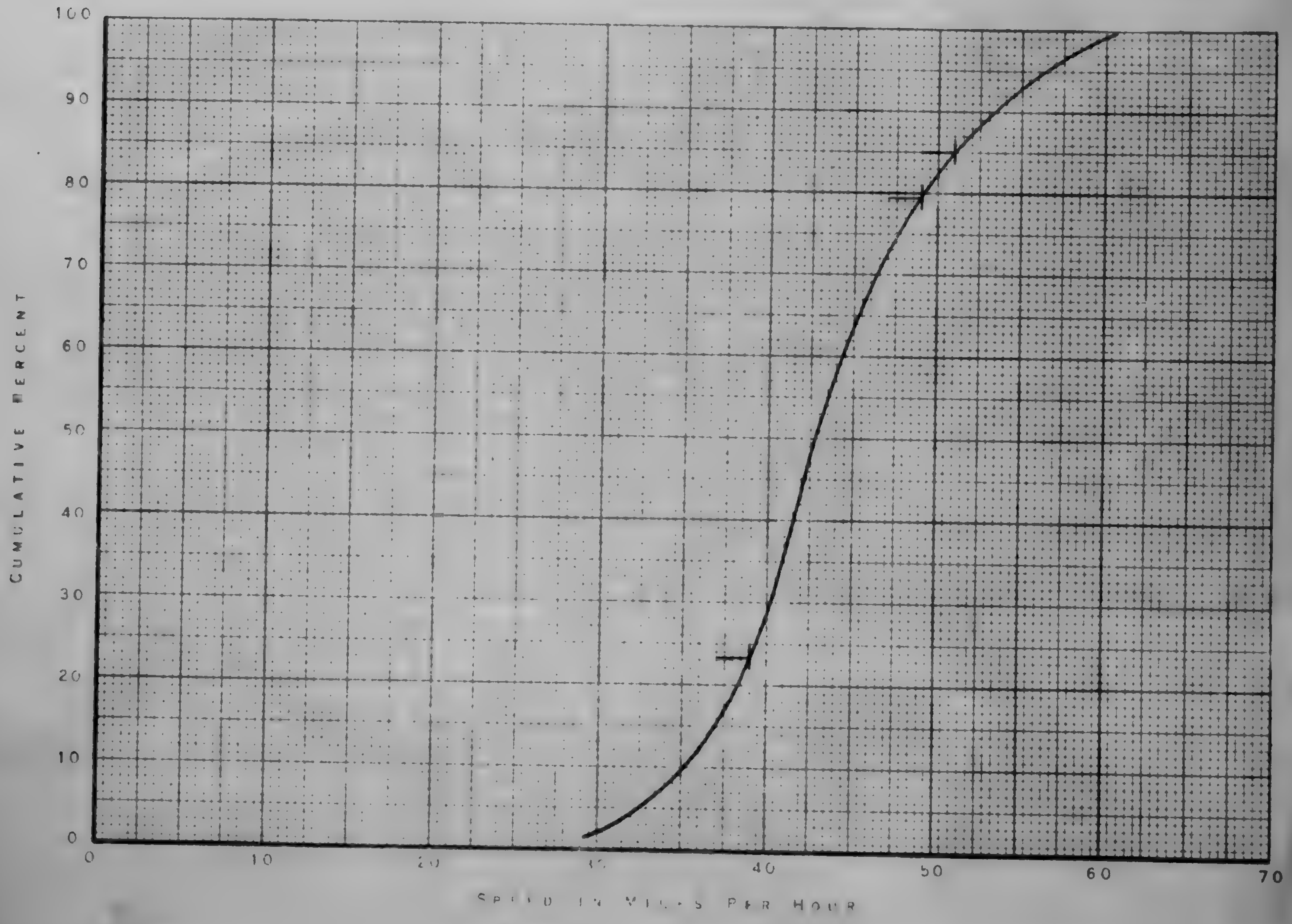
TIME 9:30 a.M. TO 10:30 am

PAVEMENT CONDITION Dry

NUMBER IN SAMPLE 100

North BOUND

BOUND



ITEM	North	BOUND
85 % SPEED	51.00	
PACE LIMITS	39-49	
MAX. SPEED	60	

RECEIVED
JAN 11 1956
FOR FILING

6318

January 11, 1956

Mr. George Lewis, President
Tigard Chamber of Commerce
P. O. Box 748
Tigard, Oregon

Dear Mr. Lewis:

Please, in my behalf, thank the Roads and Highways Committee of the Tigard Chamber of Commerce for their investigation of the intersection of US99W and the Durham Road.

I will give this matter my immediate attention, and as soon as investigation has been made will take appropriate action.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

Mr. Williams:

Please have a man from the Traffic Division and one from Skelton's office look this over and, if conditions are found as stated, issue a minor betterment order to improve the sight distance.

ASSIGNMENT

Date: January 11, 1956 No. 6518 By wcw

Description: **Letter of January 3 by George Lewis, President of the Tigard Chamber of Commerce, regarding intersection of Durham Road and Hoover Highway, which they state is hazardous. Committee Report attached, also Copy of Mr. Baldock's letter of acknowledgment**

Acknowledged by____ Referred to Crandall ✓

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: **Contact Skelton's office as per Mr. Baldock's footnote.**
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 3-5-56 Report Received________
me

OMMERCE

P. O. BOX 748
TIGARD, OREGON
January 3, 1956

ay Department

of Commerce has been con-
te danger which exists at the
rham Road and Hoover Highway.
ways Committee has been dele-
etailed study and to make re-
ction. A copy of their report
is attached.

The Board of Directors have unanimously endorsed these recommendations and respectfully request that an immediate study be given this problem and remedial action be taken as soon as road building conditions permit.

Sincerely,

Geo E Lewis
George Lewis
President
Tigard Chamber of Commerce

GL:bh

RECEIVED

TIGARD
CHAMBER OF COMMERCE

P. O. BOX 748
TIGARD, OREGON

January 3, 1956

Mr R H Baldock
Chief Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr Baldock:

The Tigard Chamber of Commerce has been conscious of the acute danger which exists at the intersection of Durham Road and Hoover Highway. The Roads and Highways Committee has been delegated to make a detailed study and to make recommendation for action. A copy of their report and recommendation is attached.

The Board of Directors have unanimously endorsed these recommendations and respectfully request that an immediate study be given this problem and remedial action be taken as soon as road building conditions permit.

Sincerely,

Geo E Lewis
George Lewis
President
Tigard Chamber of Commerce

GL:bh

TIGARD
CHAMBER OF COMMERCE

P. O. BOX 748
TIGARD, OREGON

Committee Report : Highway 99W and Durham Road

Through investigation and tests with all types of vehicles at above intersection, we find these conditions exist:

a. From the time a vehicle, approaching from the south at 55 miles per hour, can first be seen from the intersection, until it reaches that intersection itself, only five seconds have elapsed. (Timed by watch.)

b. A school bus making a stop at the intersection of Durham Road and 99W (arriving from east on Durham Road) made the crossing, through extreme speed, in seven seconds.

c. A test made with a loaded oil truck found the same condition existed as with the school bus.

d. Observation, made by Charles Stearns, Ivan Jack, Owen Snyder and Julian Hutchins on several cars approaching from the south of 99W, found that the average speed of these cars was 50-plus miles per hour. Five seconds was the average time required to reach the intersection. Because of this, only a matter of timing will keep a bus or a truck from having a serious accident.

Attention should be called to the fact that ideal conditions existed at the time of these tests. Should they exist when visibility is poor, pavement is wet, icy or covered with snow, all existing conditions taken into consideration, the time taken to come to a complete stop by an on-coming car, would cause an extremely serious accident.

Our recommendation:

1. This serious condition be called to the attention of Mr Baldock immediately.
2. This hazard be eliminated by the removal of approximately ten (10) feet from the top of the hill on the south side of Durham Road for about five hundred (500) feet.

Form E-49

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Durham Road

Item						500-
[illegible]		3150	350	3500	0.75	2625-
[illegible]		[illegible]	[illegible]	200	2.50	500
[illegible]	C.Y.	7235	765	8000	0.60	4800
[illegible]	Mile	0.33	—	0.33	1000-	330
[illegible]	L.F.	74	6	80	3.00	240-
24 inch		78	12	90	6.50	585-
[illegible] Pipe	"	520	50	570	2.00	1140-
Special Backfill in Drains	C.Y.	125	15	140	6.00	840
Special Conc. Catch Basin	One	1	—	1	125-	125-
Coarse Crushed Material in Base	C.Y.	[illegible]	[illegible]	4300	2.75	11825-
3/4"-0 Material in Base	"	755	75	830	3.00	2490
Sprinkling	M. Gal.	116	14	130	2.50	325-
3/4"-0 Material in Binder	C.Y.	46	4	50	4.00	200-
EC-3 " "	[illegible]	7	1	8	40-	320
Aspl. Conc. Mixture	"	973	97	1070	6-	6420
85-100 Asphalt in Mixture	"	58	6	64	32.00	2048
RS-2 "	"	6	2	8	40-	320
Agg. in Seal Coat	C.Y.	20	2	22	4-	88

	35721
Flagging	500
	36221
+12½%	4529
	$40,750-

Form E-40

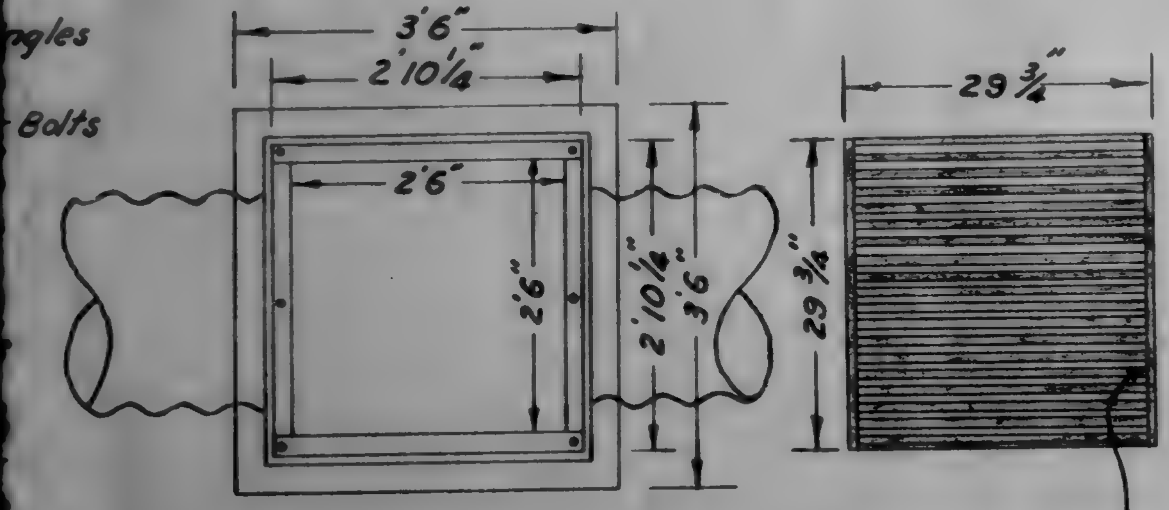
OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

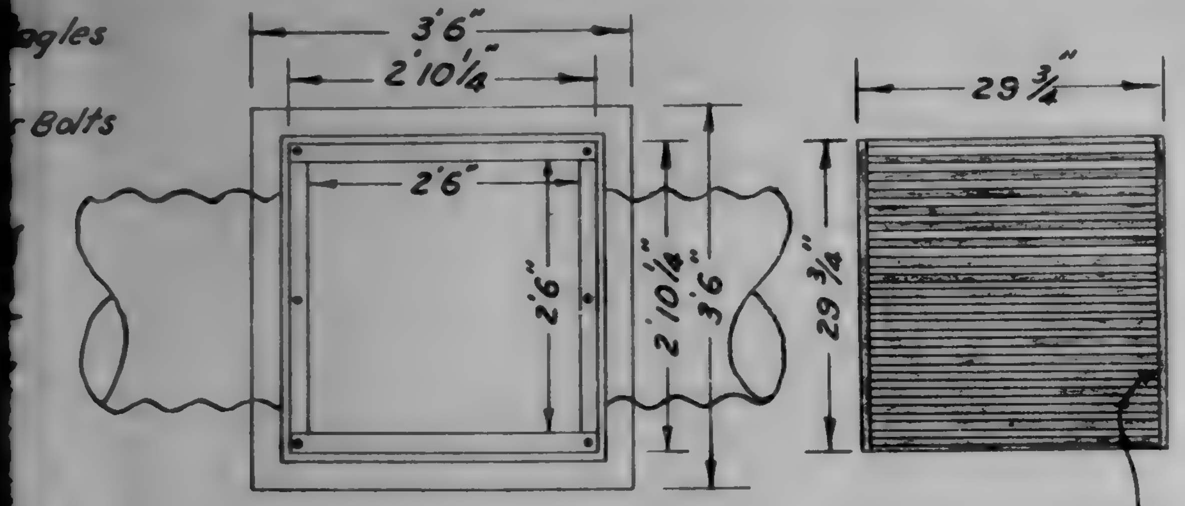
Durham Road

Item						
		1				500-
[illegible]	[illegible]	3250	250	3500	0.75	2625-
[illegible]	[illegible]	[illegible]	[illegible]	200	2.50	500
[illegible]	C.Y.	7235	765	8000	0.60	4800
[illegible]	Mile	0.33	—	0.33	1000-	330
12 inch [illegible]	[illegible]	72	[illegible]	[illegible]	3.00	240-
24 inch		78	12	90	6.50	585-
[illegible]		520	50	570	2.00	1140-
Special Backfill in Drains	C.Y.	125	15	140	6.00	840
Special Con. Catch Basin	One	1	—	1	125-	125-
Coarse Graded Material in Base	C.Y.	3888	412	4300	2.75	11825-
3/4"-0 Material in Base	"	755	75	830	3.00	2490
Sprinkling	M-Gal	116	14	130	2.50	325-
3/4"-0 Material in Shoulder	C.Y.	46	4	50	4.00	200-
RC-3 " "	Ton	7	1	8	40-	320
Asph. Conc. Mixture	"	973	97	1070	6-	6420
85-100 Asphalt in Mixture	"	58	6	64	32.00	2048
RS-2 " ~~[illegible]~~	"	6	2	8	40-	320
Agg. in Seal Coat	C.Y.	20	2	22	4-	88
						35721
Flagging						500
						36221
				+12½%		4529
						$40,750-

TIGARD-NEWBURG SECTION PACIFIC HWY. WEST WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index

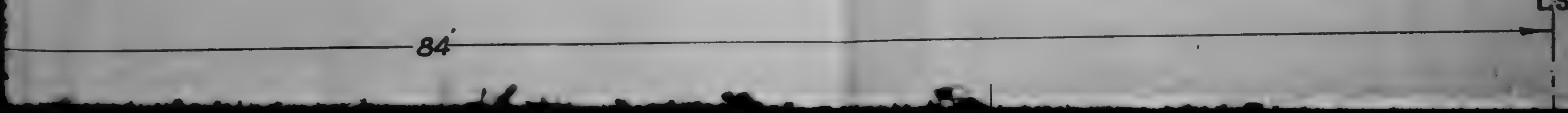


Grating ½" x 2" W.I. bars 2" C. to C. welded to ½" x 2" W.I. side bars 5/16" fillet welds on each side of each cross bar.



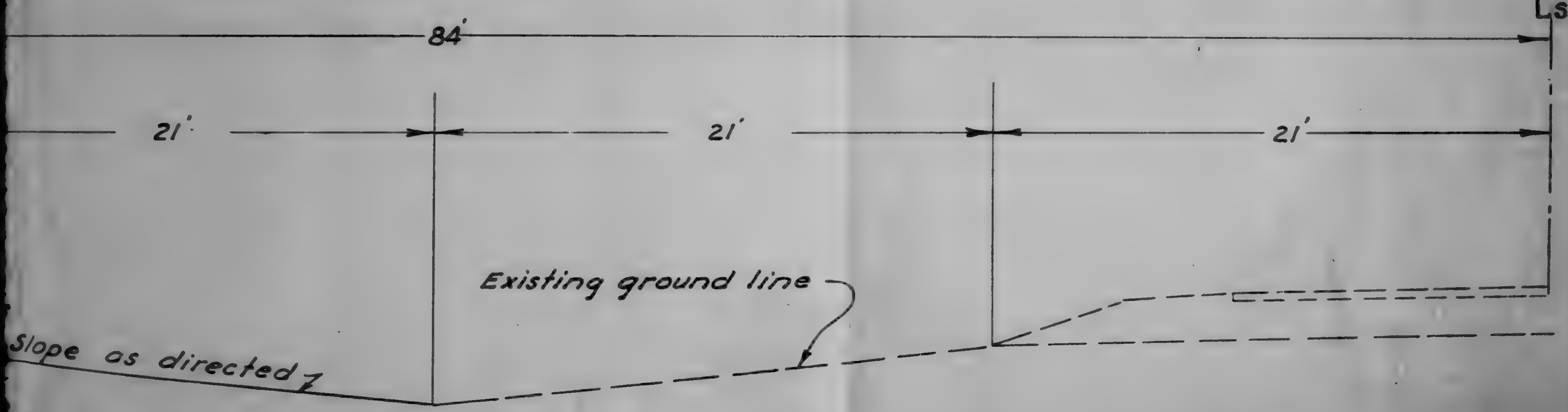
Grating ½" x 2" W.I. bars 2" C. to C. welded to ½" x 2" W.I. side bars 5/16" fillet welds on each side of each cross bar.

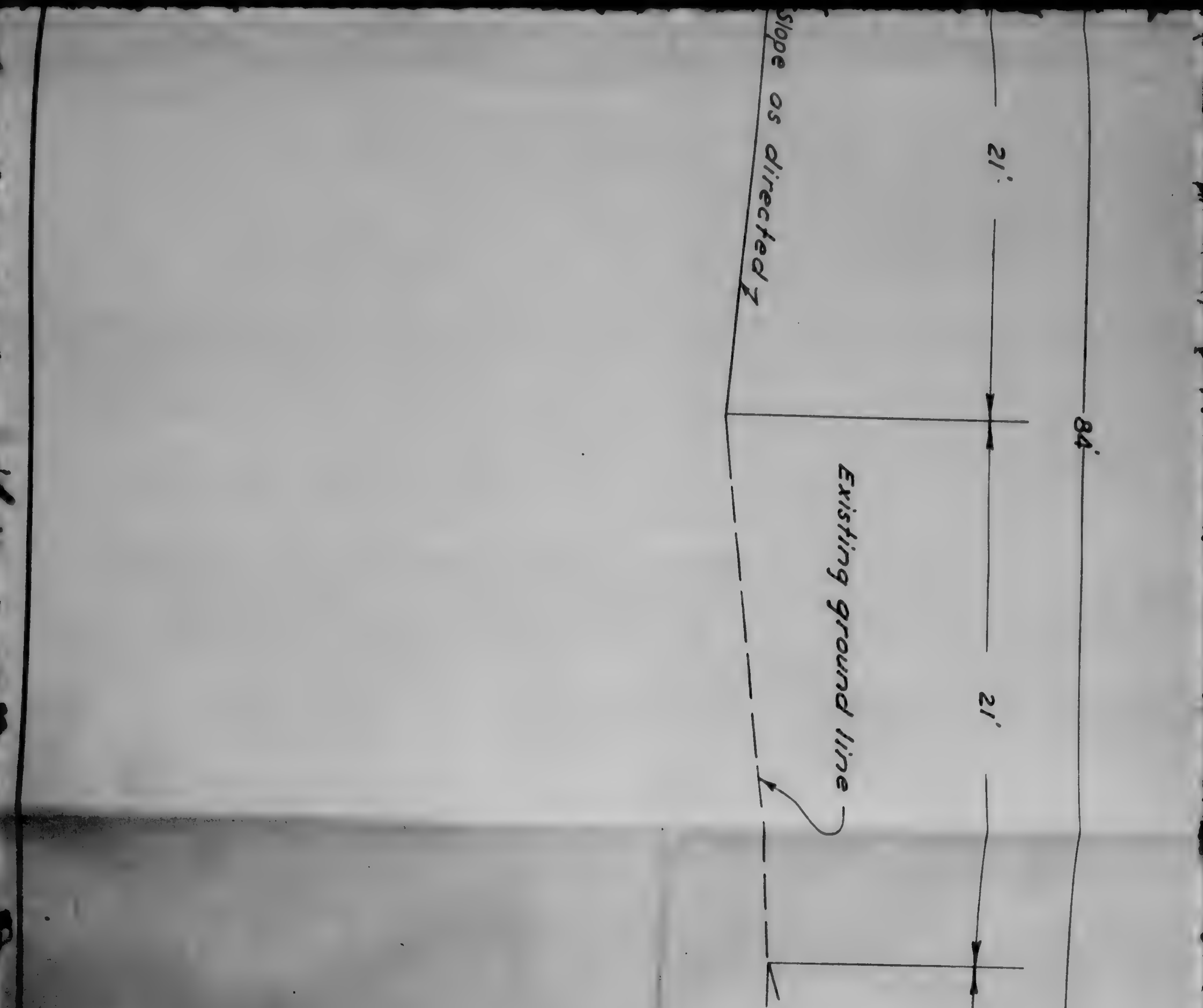
AL CATCH BASIN



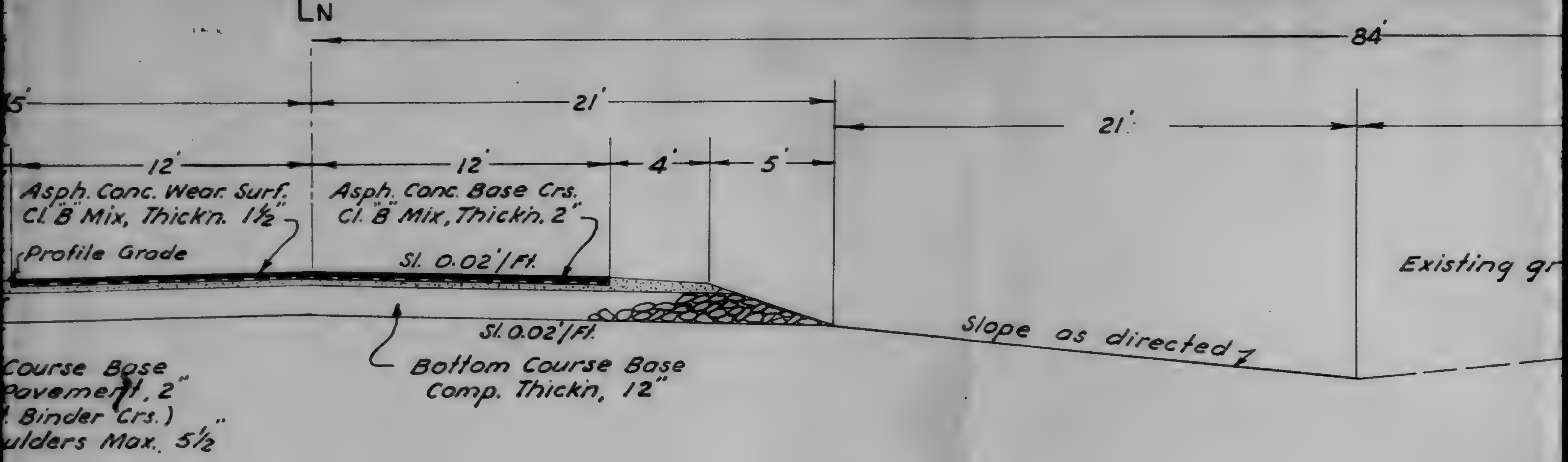
each cross bar.

CIAL CATCH BASIN

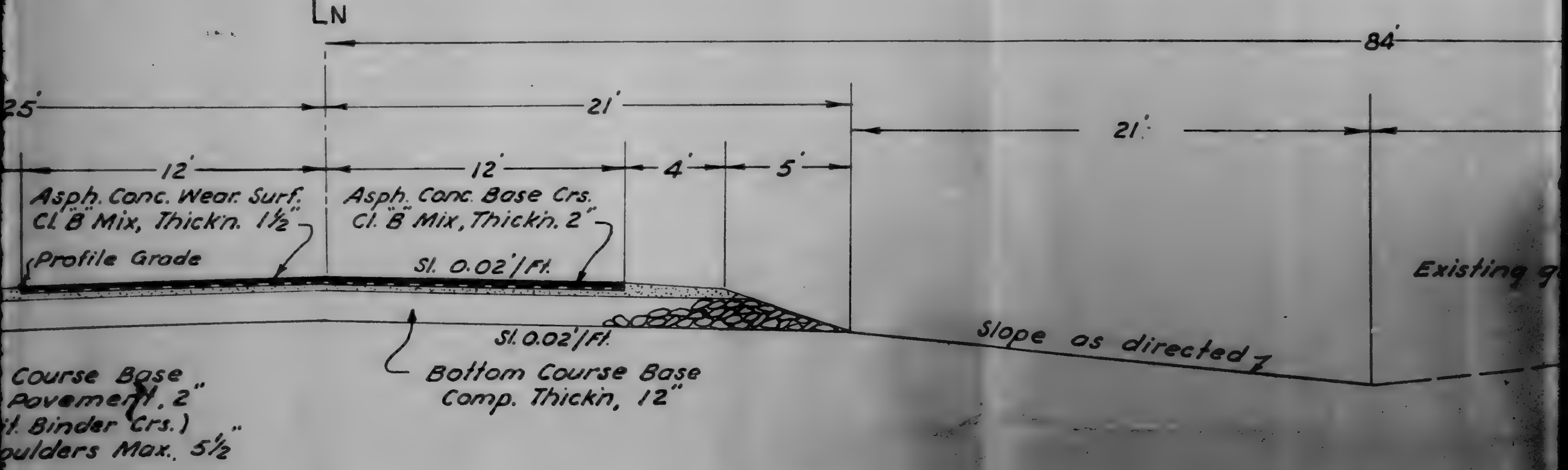




Slope as directed
21'
84'
Existing ground line
21'
21'
LS

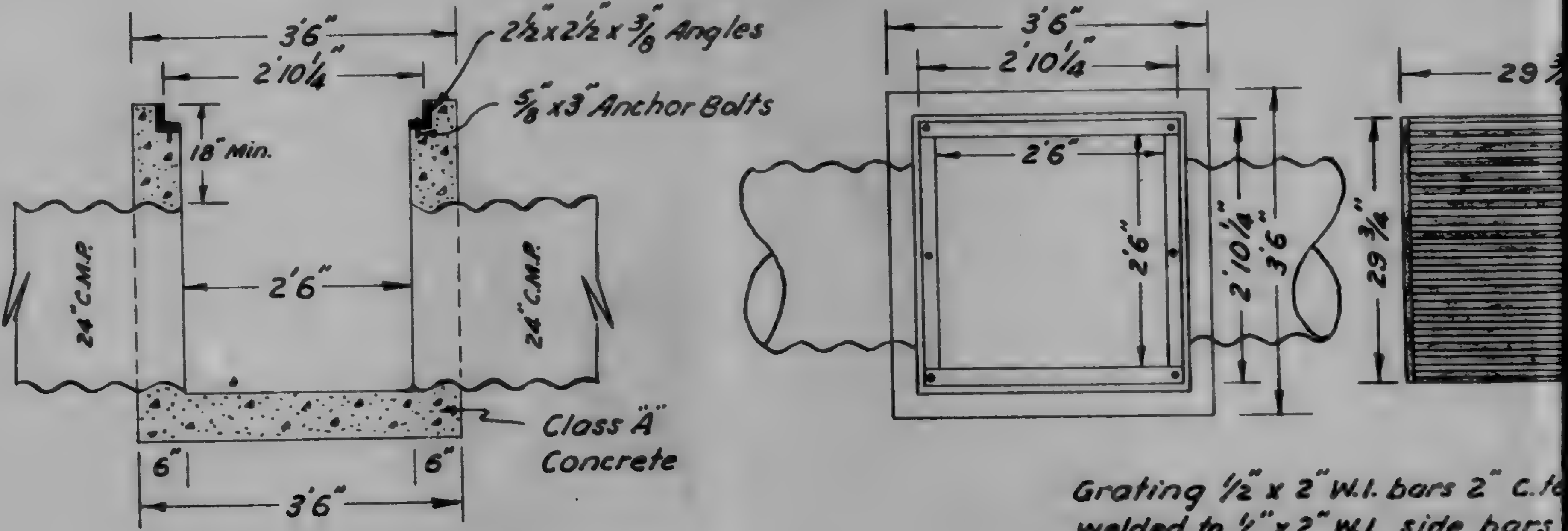


TYPICAL SECTION



TYPICAL SECTION

Newburg

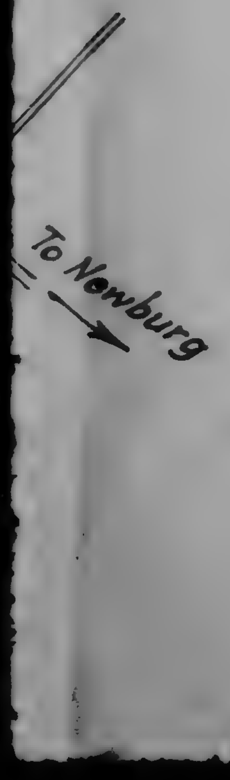


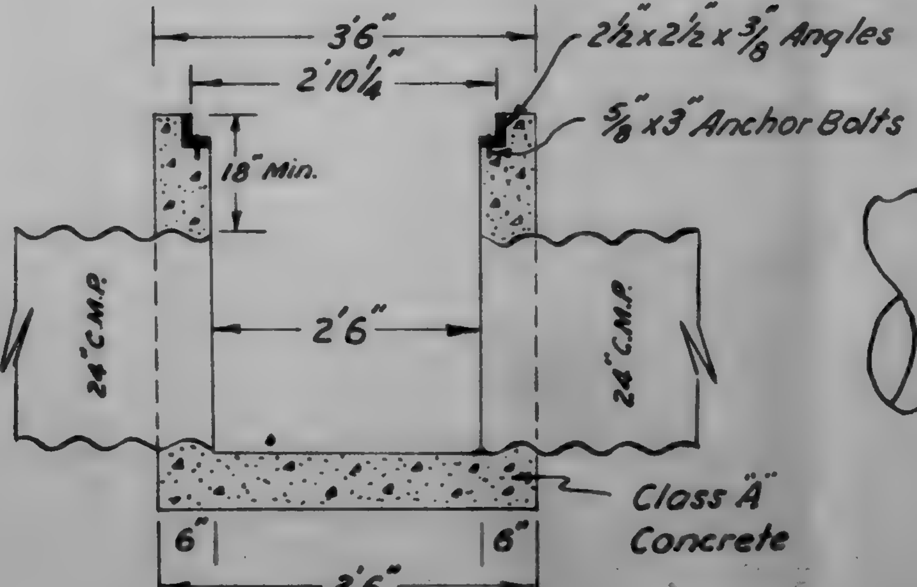
Grating ½" x 2" W.I. bars 2" C.to
welded to ½" x 2" W.I. side bars
5/16" fillet welds on each side o
each cross bar.

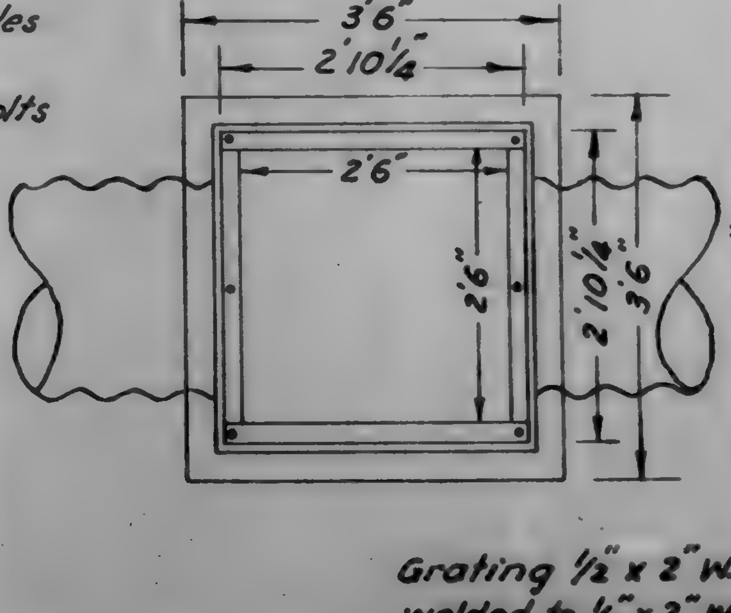
SPECIAL CATCH BASIN

LN

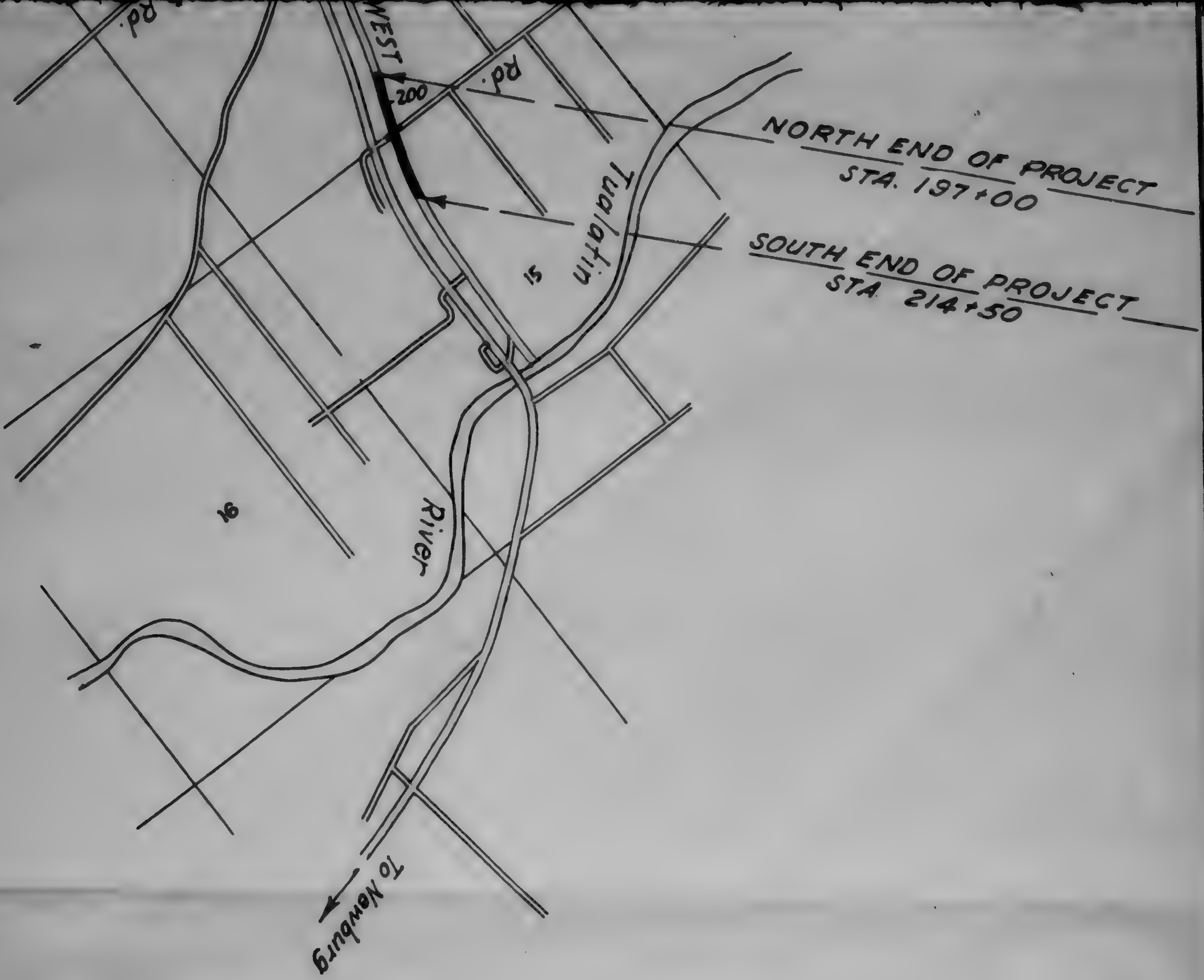
84'

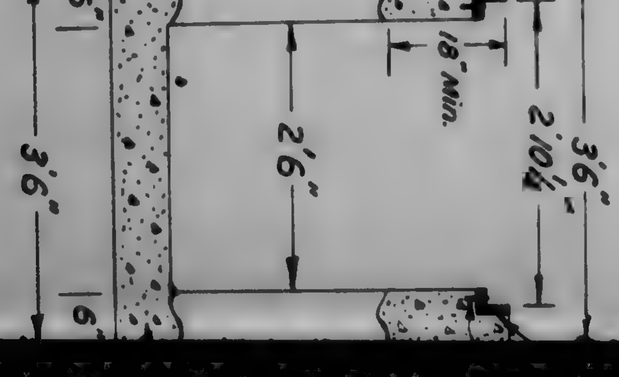


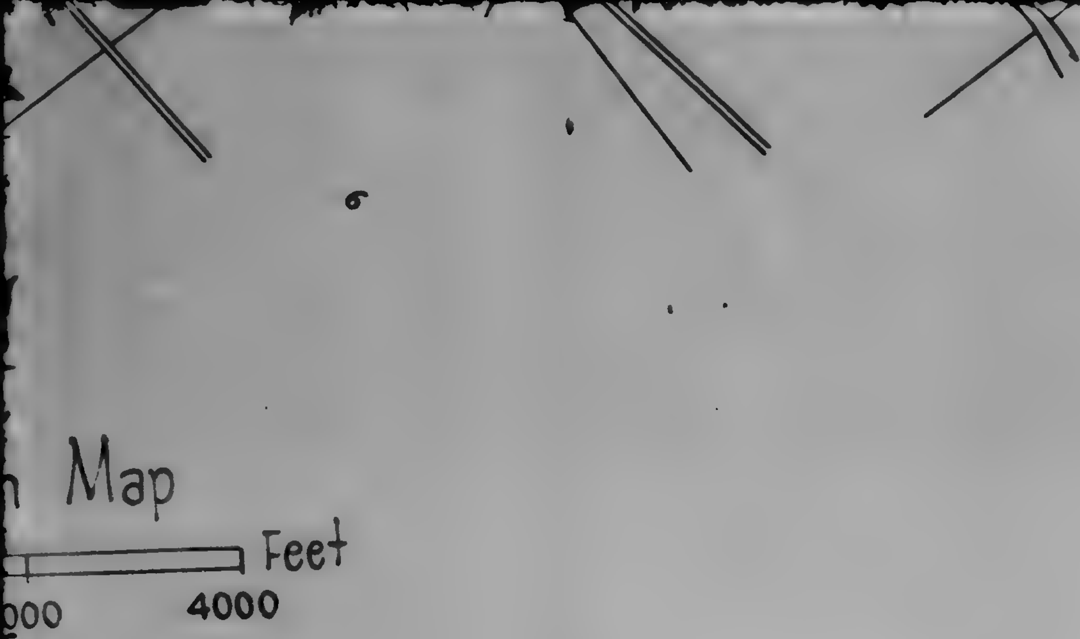


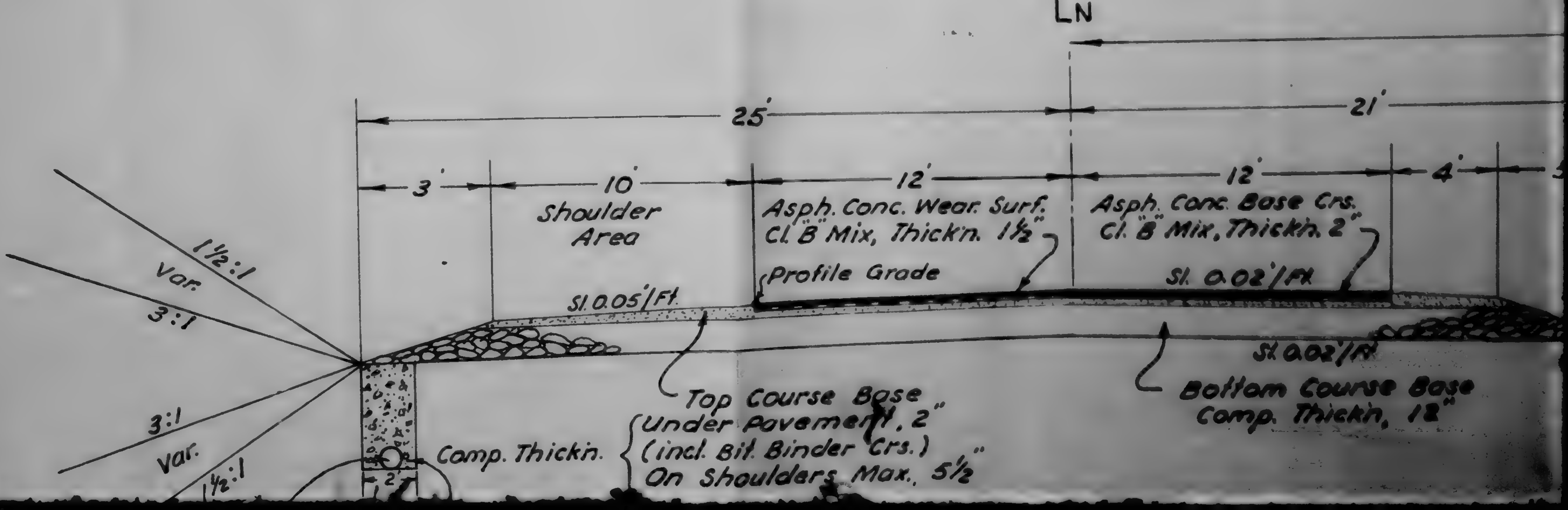


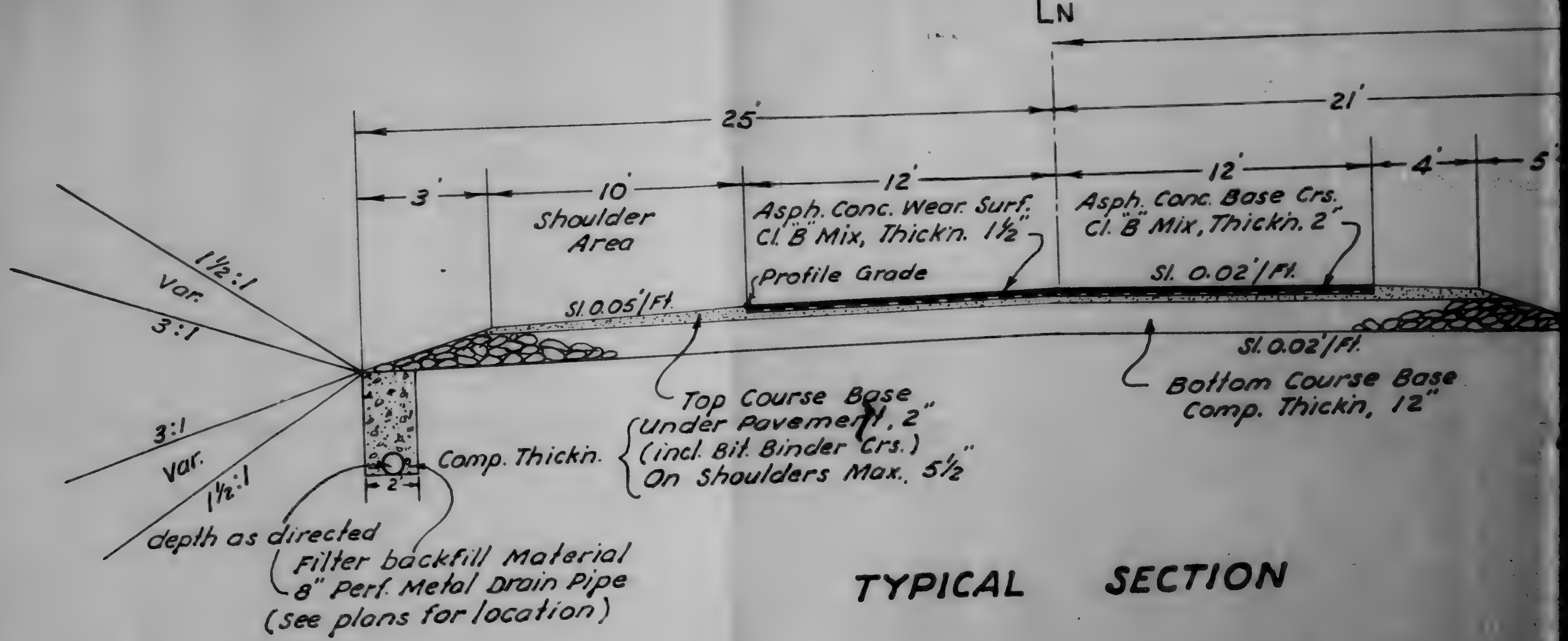
Grating ½" x 2" W.I. bars 2"
welded to ½" x 2" W.I. side ba
5/16" fillet welds on each sid
each cross bar.


Rd.
WEST
200
Rd.
NORTH END OF PROJECT
STA. 197+00
SOUTH END OF PROJECT
STA. 214+50
9
15
16
Tualatin
River
To Newburg

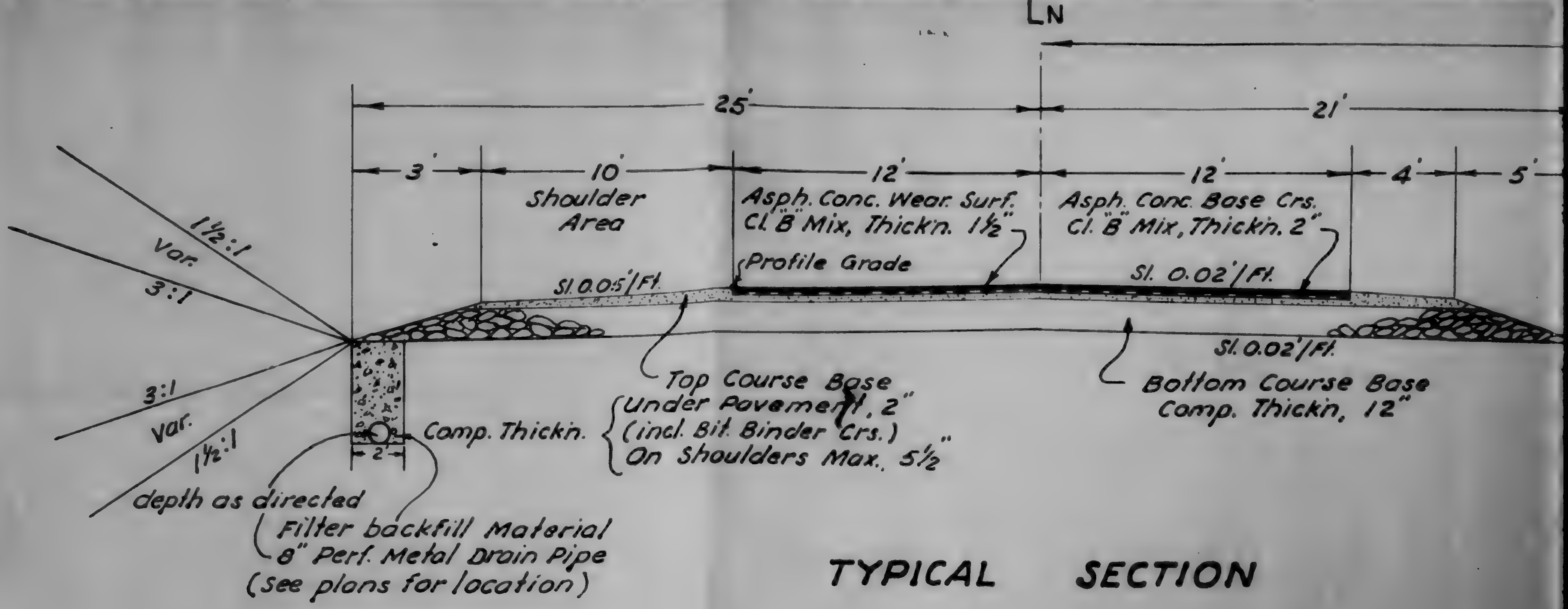

24" C.M.P.
6"
3'6"
2'6"
18" Min.
2'10¼"
3'6"
6"


n Map
Feet
000
4000

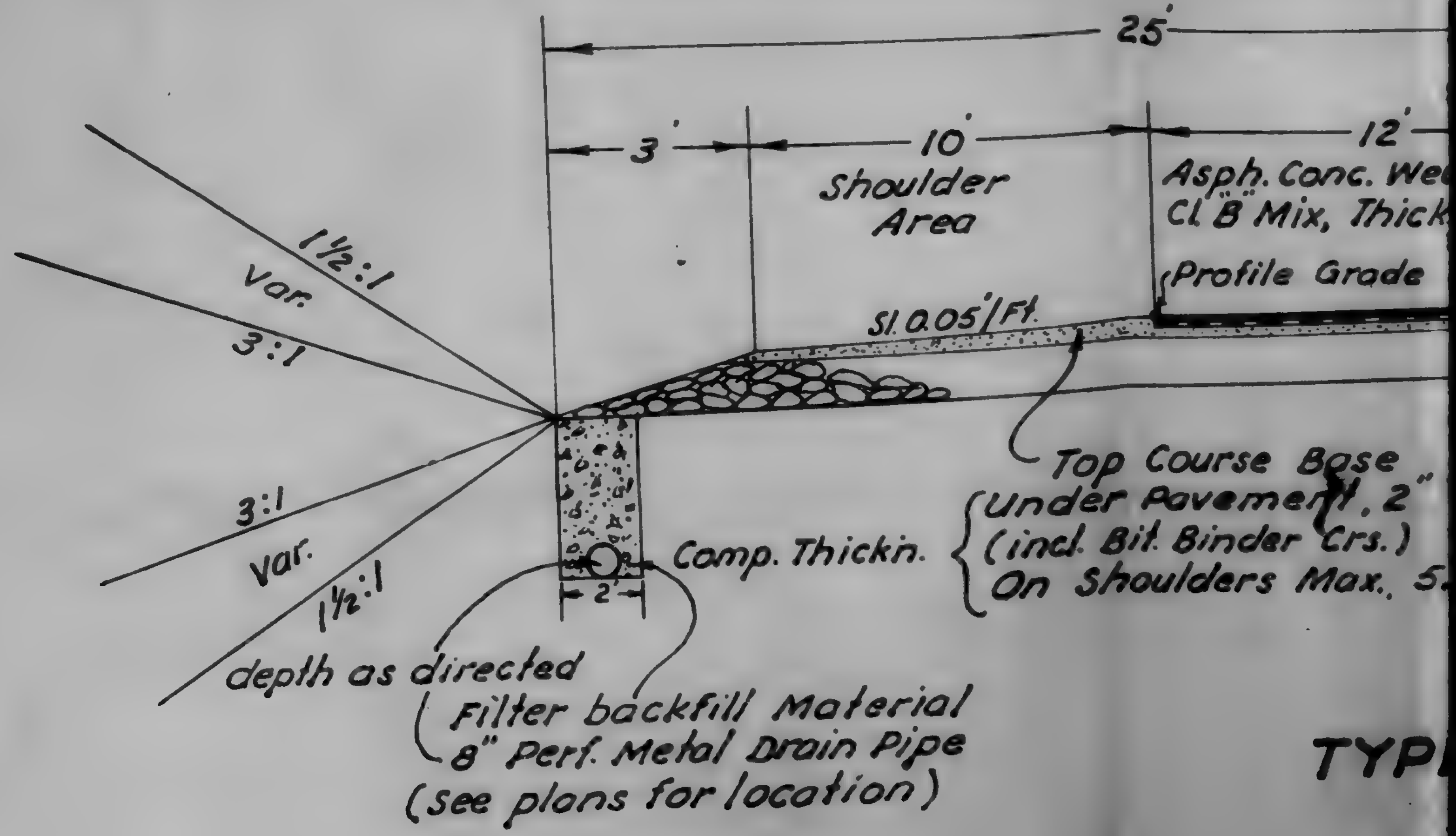

LN
25'
21'
3'
10'
12'
12'
4'
Shoulder Area
Asph. Conc. Wear. Surf. Cl. "B" Mix, Thick'n. 1½"
Asph. Conc. Base Crs. Cl. "B" Mix, Thick'n. 2"
Profile Grade
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
1½:1
Var.
3:1
3:1
Var.
1½:1
2'
Camp. Thick'n.
Top Course Base Under Pavement, 2" (incl. Bit. Binder Crs.) On Shoulders Max. 5½"
Bottom Course Base Comp. Thick'n. 12"


LN
25'
21'
3'
10'
12'
12'
4'
5'
Shoulder Area
Asph. Conc. Wear. Surf. Cl. "B" Mix, Thickn. 1½"
Asph. Conc. Base Crs. Cl. "B" Mix, Thickn. 2"
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
1½:1
Var.
3:1
3:1
Var.
1½:1
Top Course Base
Comp. Thickn. {Under Pavement, 2" (incl. Bit. Binder Crs.) On Shoulders Max., 5½"
Bottom Course Base Comp. Thickn, 12"
2'
depth as directed
Filter backfill Material
8" Perf. Metal Drain Pipe
(see plans for location)

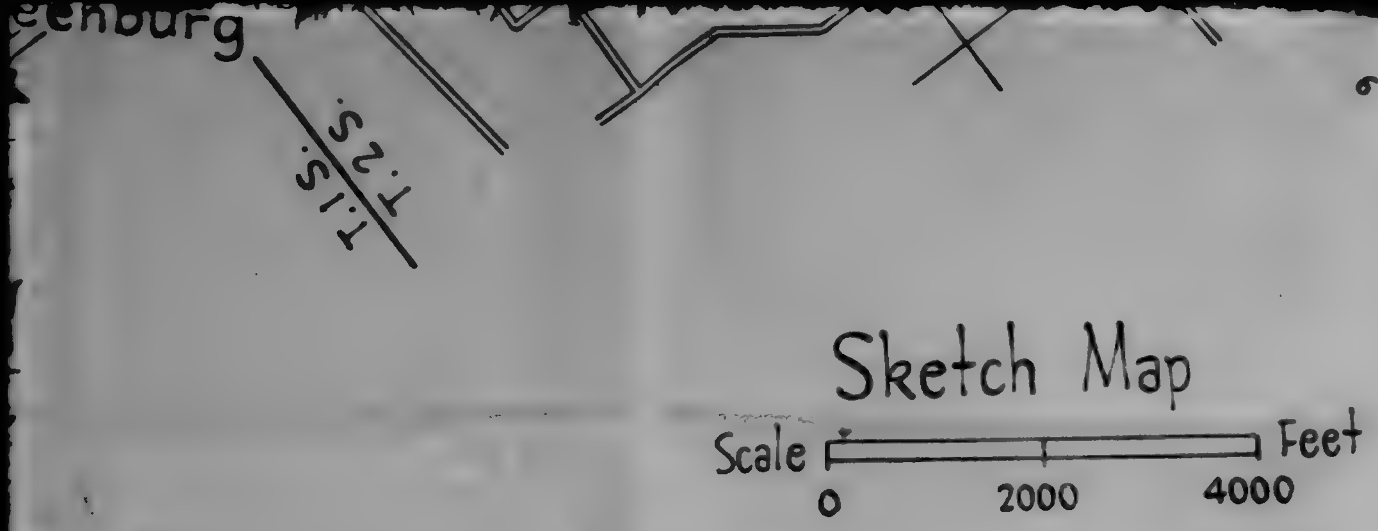
TYPICAL SECTION


LN
25'
21'
3'
10'
12'
12'
4'
5'
Shoulder Area
Asph. Conc. Wear. Surf. Cl. "B" Mix, Thick'n. 1½"
Asph. Conc. Base Crs. Cl. "B" Mix, Thick'n. 2"
Profile Grade
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
1½:1
Var.
3:1
3:1
Var.
1½:1
2'
Comp. Thick'n.
Top Course Base Under Pavement, 2" (incl. Bit. Binder Crs.) On Shoulders Max. 5½"
Bottom Course Base Comp. Thick'n. 12"
depth as directed
Filter backfill Material
8" Perf. Metal Drain Pipe
(See plans for location)

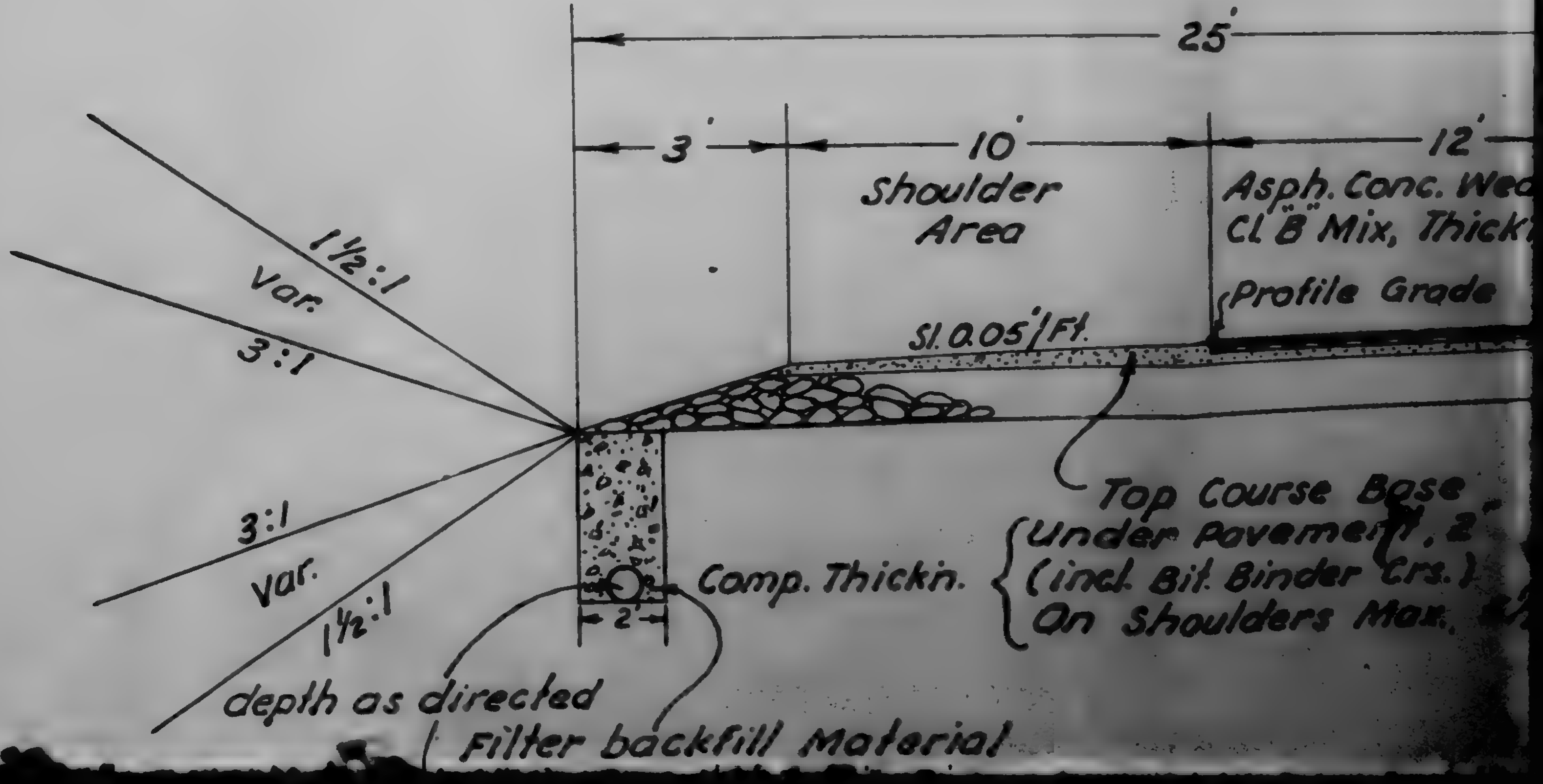
TYPICAL SECTION


25'
3'
10'
12'
Shoulder Area
Asph. Conc. We
Cl. "B" Mix, Thick
Profile Grade
Sl. 0.05'/Ft.
1½:1
Var.
3:1
3:1
Var.
1½:1
Top Course Base
Under Pavement, 2"
(incl. Bit. Binder Crs.)
On Shoulders Max. 5
Comp. Thickn.
2'
depth as directed
Filter backfill Material
8" Perf. Metal Drain Pipe
(see plans for location)

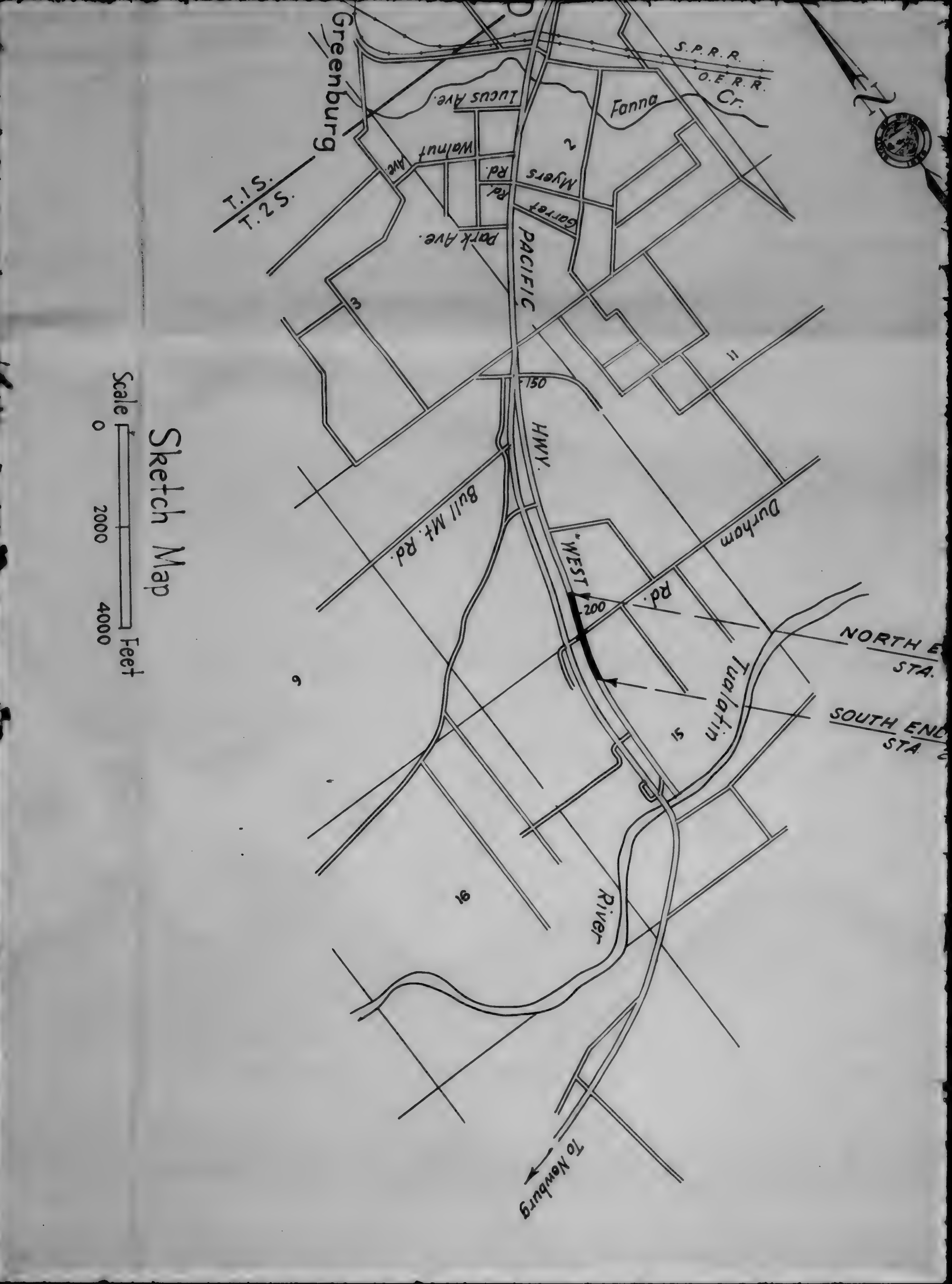
TYP

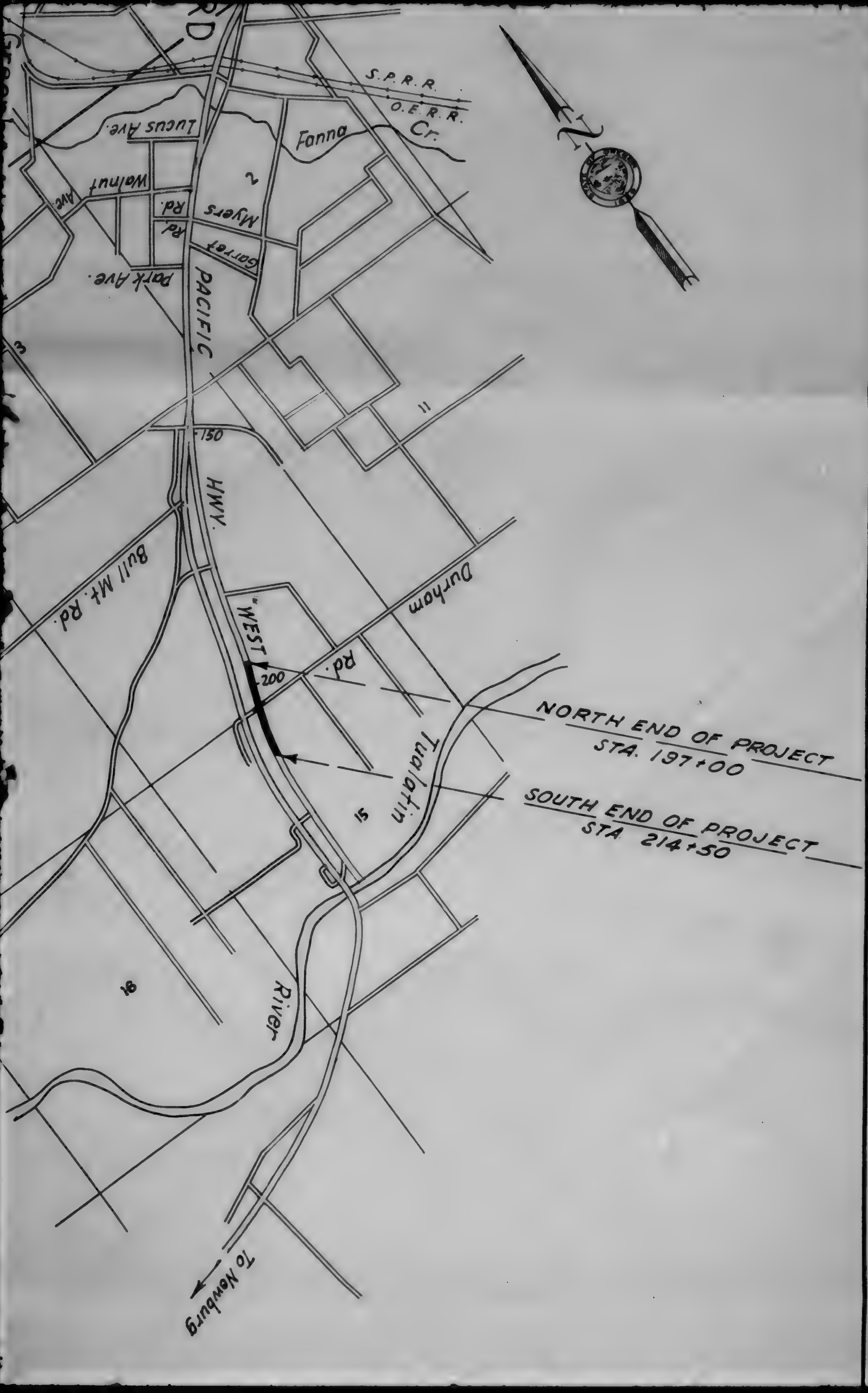


ecnburg
T.1S.
T.2S.
6
Sketch Map
Scale
Feet
0
2000
4000



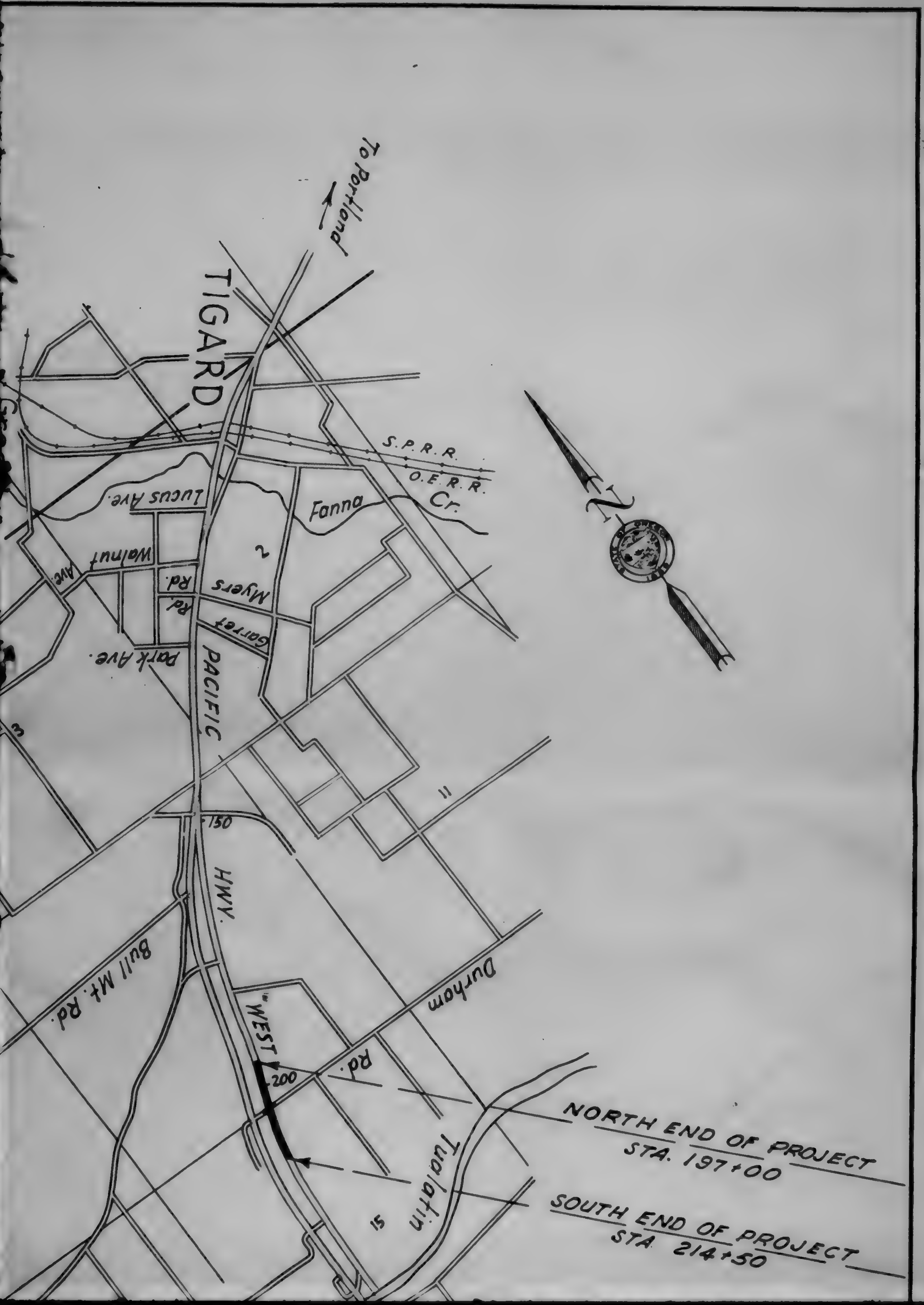
25'
3'
10'
12'
Shoulder Area
Asph. Conc. Wea
Cl. "B" Mix, Thick
Profile Grade
Sl. 0.05'/Ft.
1½:1
Var.
3:1
3:1
Var.
1½:1
Top Course Base
Under Pavement, 2"
(incl. Bit. Binder Crs.)
On Shoulders Max.
Comp. Thickn.
2'
depth as directed
Filter backfill Material

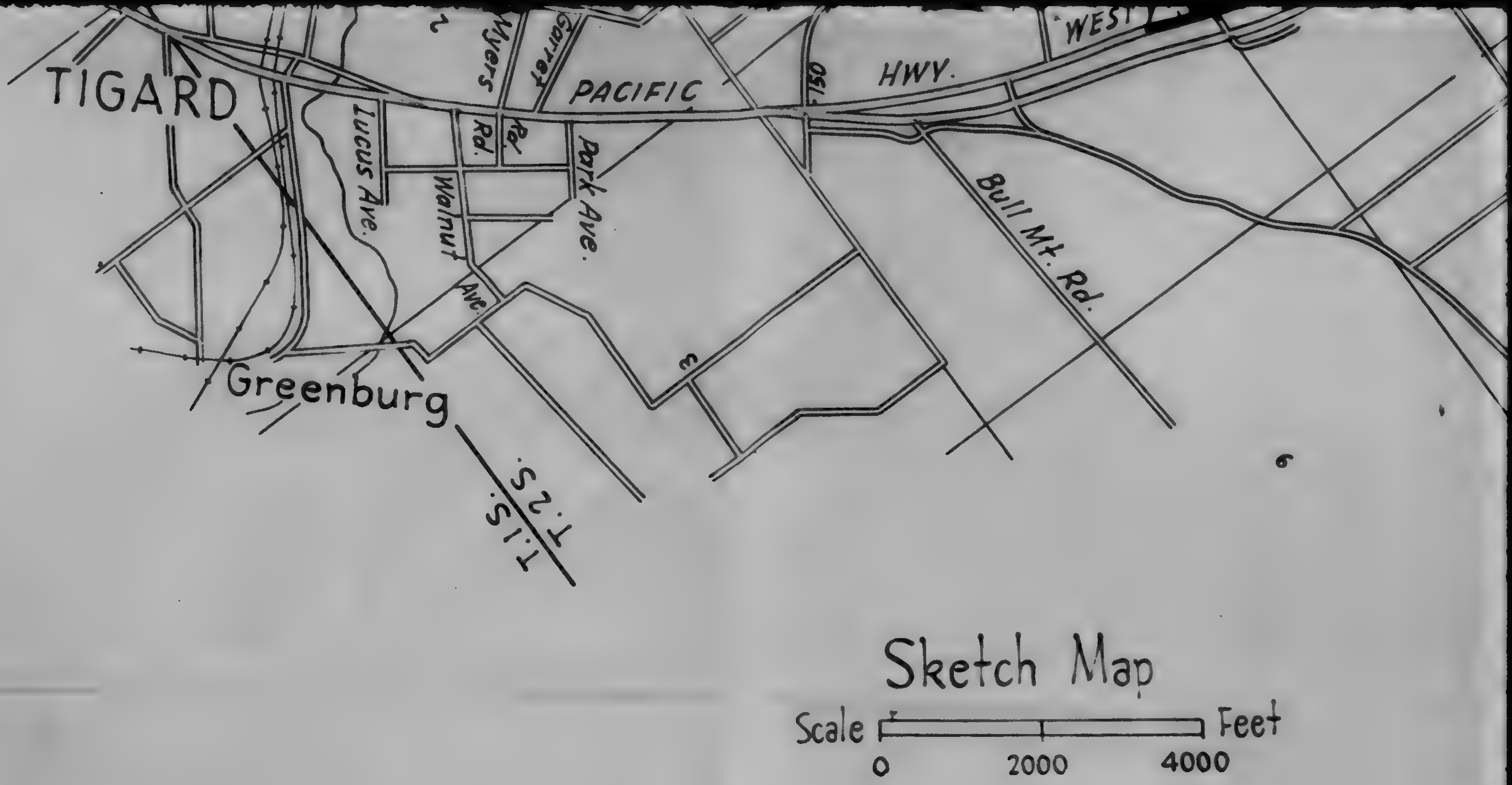

Sketch Map
Scale
0
2000
4000
Feet
N
Greenburg
S.P.R.R.
O.E.R.R.
Fanno
Cr.
Lucus Ave.
Walnut
Ave.
Myers
Rd.
Garret
Rd.
Park Ave.
T.1S.
T.2S.
2
3
11
PACIFIC
150
HWY.
"WEST"
200
Bull Mt. Rd.
Durham
Rd.
NORTH E
STA.
SOUTH END
STA.
Tualatin
River
9
15
16
To Newburg

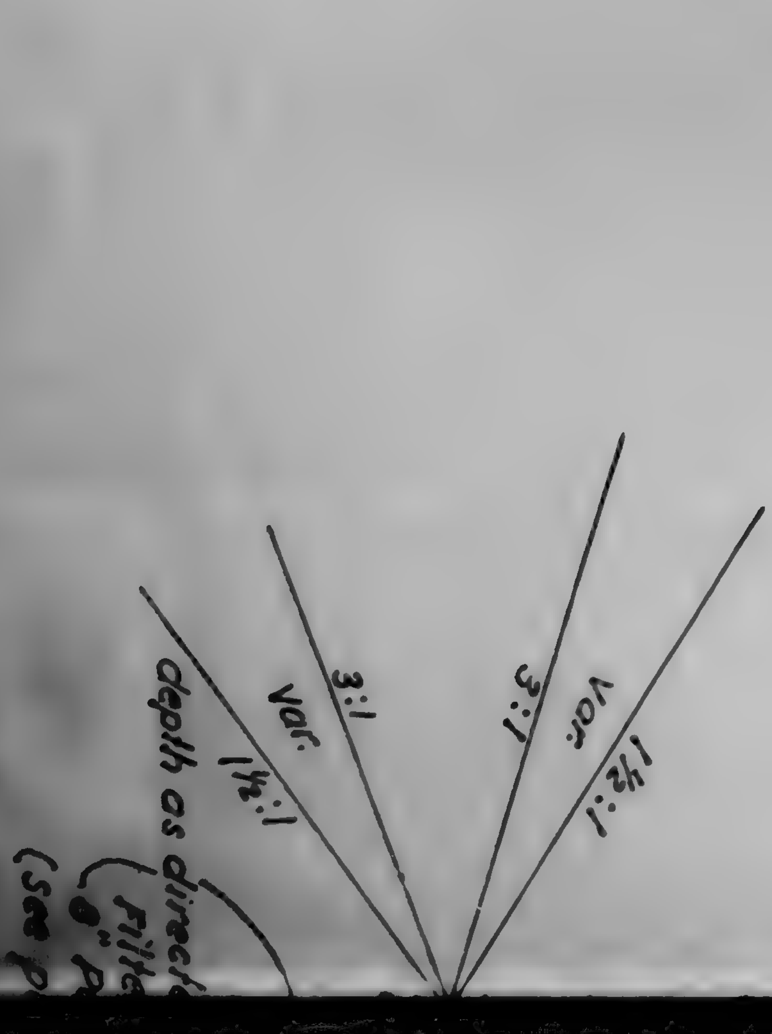


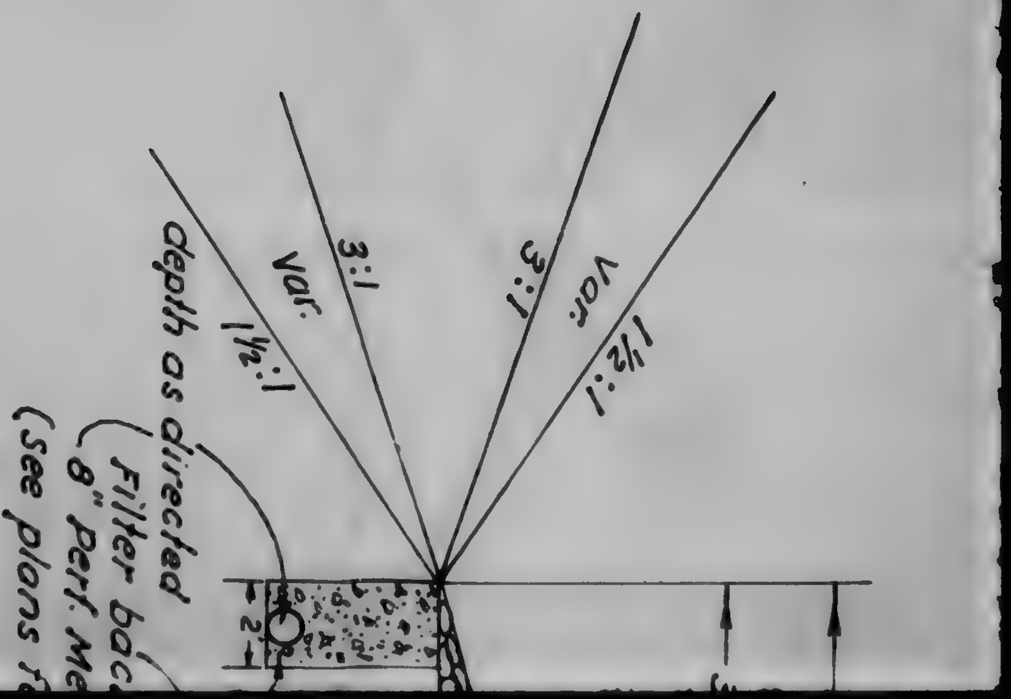
NORTH END OF PROJECT
STA. 197+00

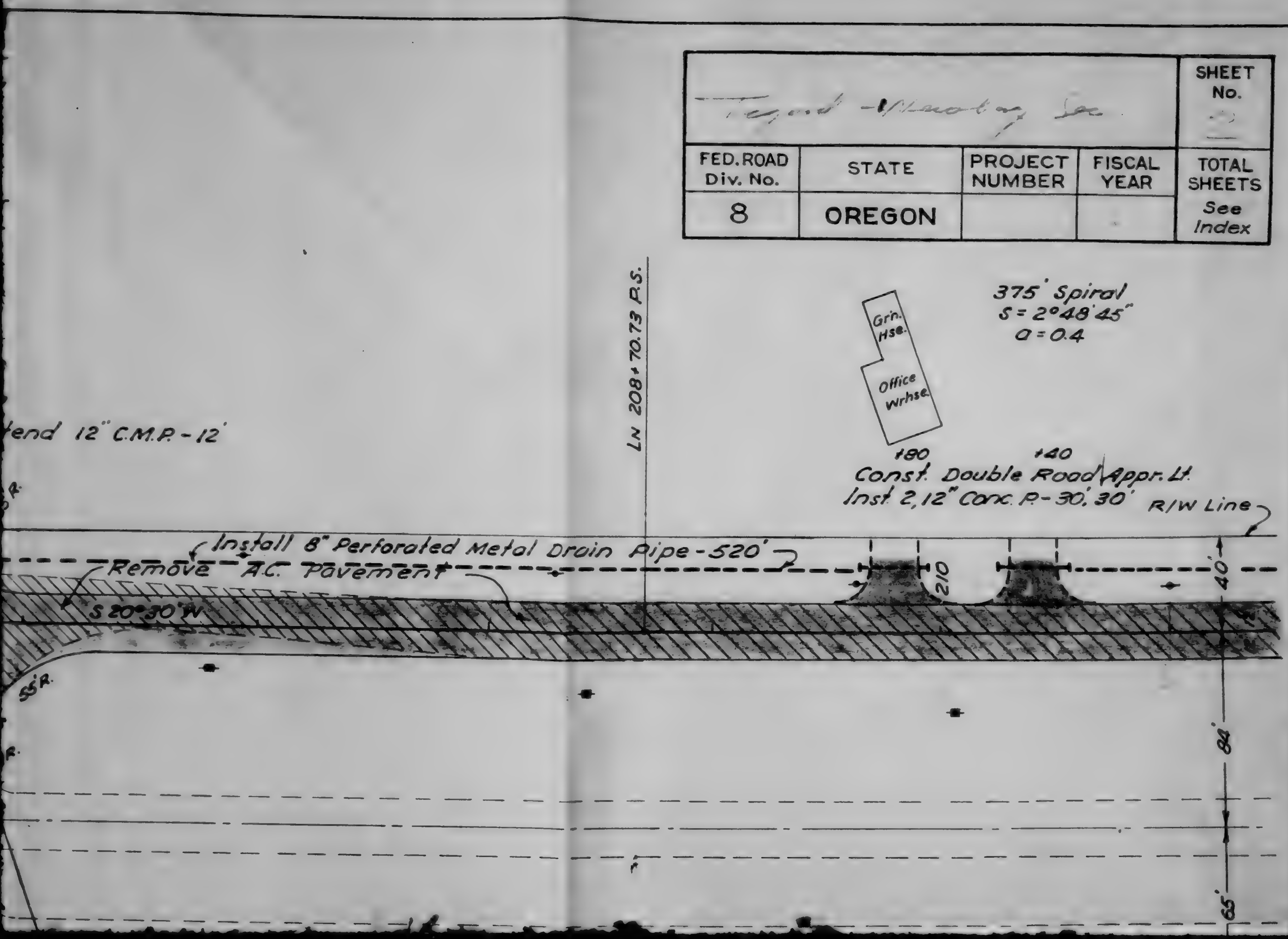
SOUTH END OF PROJECT
STA. 214+50


To Portland
TIGARD
S.P.R.R.
O.E.R.R.
Fanna Cr.
Lucus Ave.
Walnut Ave.
Myers Rd.
Rd.
Garret Rd.
Park Ave.
2
3
11
N
PACIFIC HWY.
150
Bull Mt. Rd.
Durham Rd.
"WEST"
200
Tualatin
15
NORTH END OF PROJECT
STA. 197+00
SOUTH END OF PROJECT
STA. 214+50

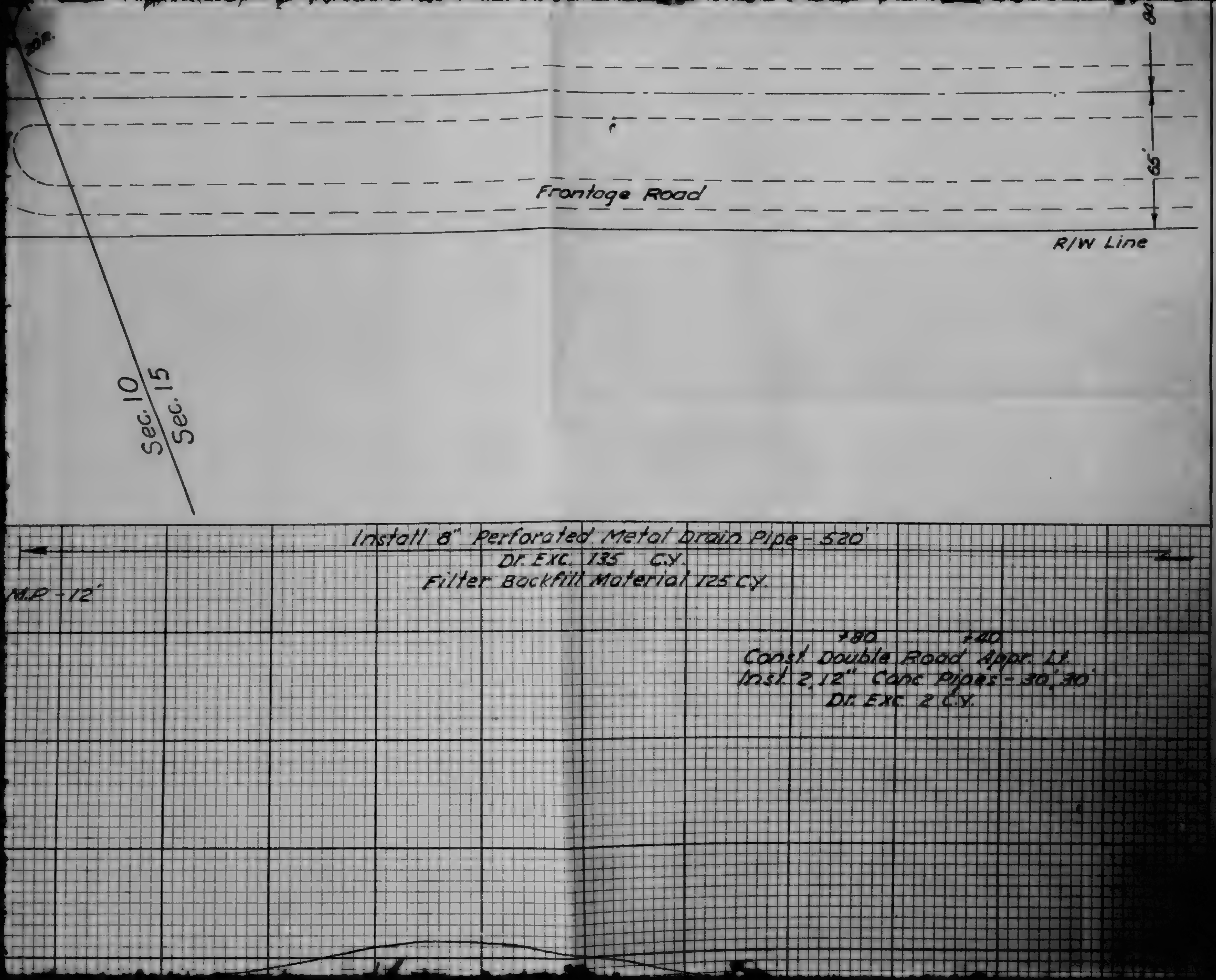

TIGARD
Greenburg
T.1S.
T.2S.
Lucus Ave.
Walnut Ave.
Myers Rd.
Garret Rd.
Park Ave.
PACIFIC HWY.
WEST
150
Bull Mt. Rd.
2
3
6
Sketch Map
Scale
0
2000
4000
Feet

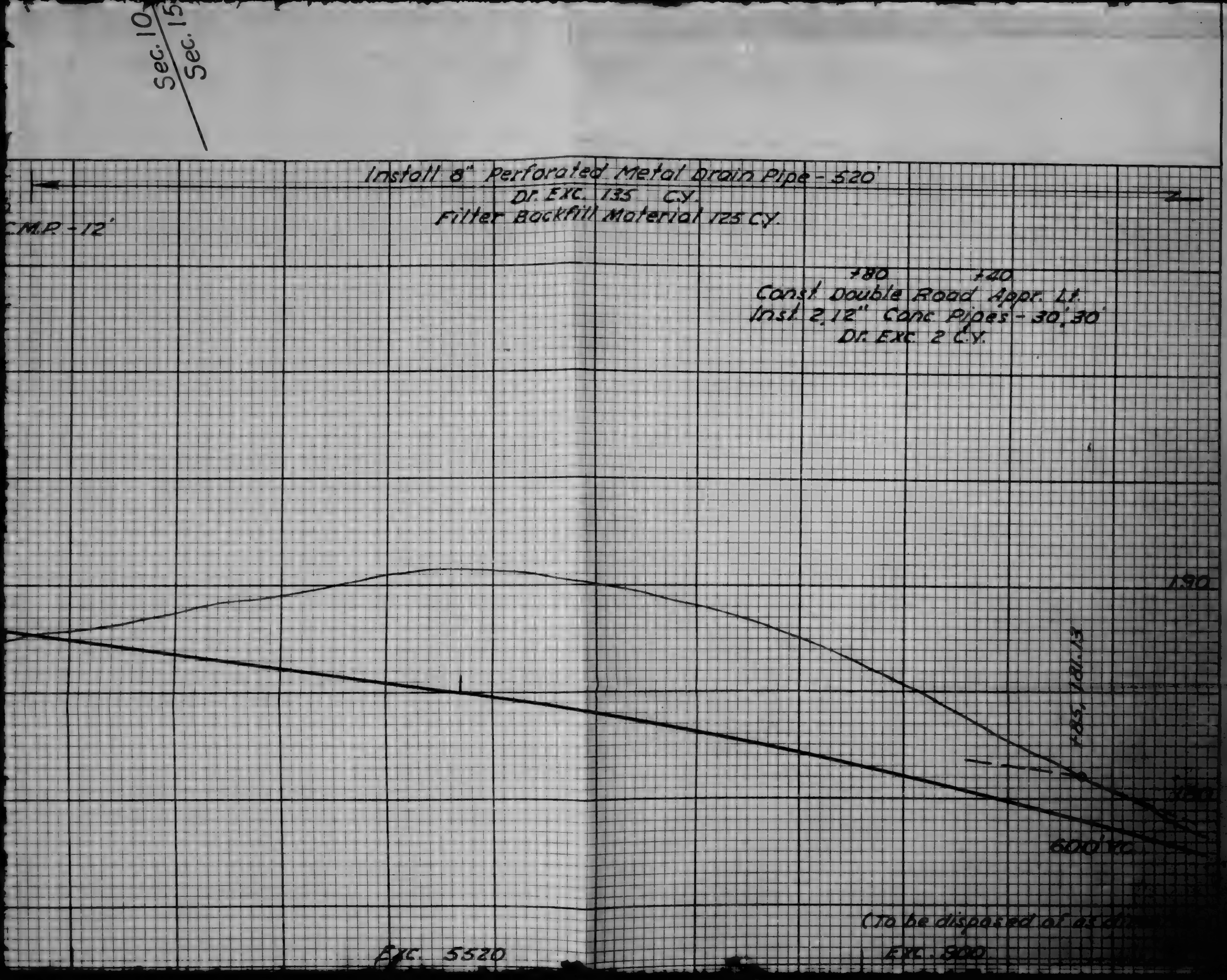

3:1
Var.
1½:1
depth as direc
Filte
6" P
(See p
3:1
Var.
1½:1

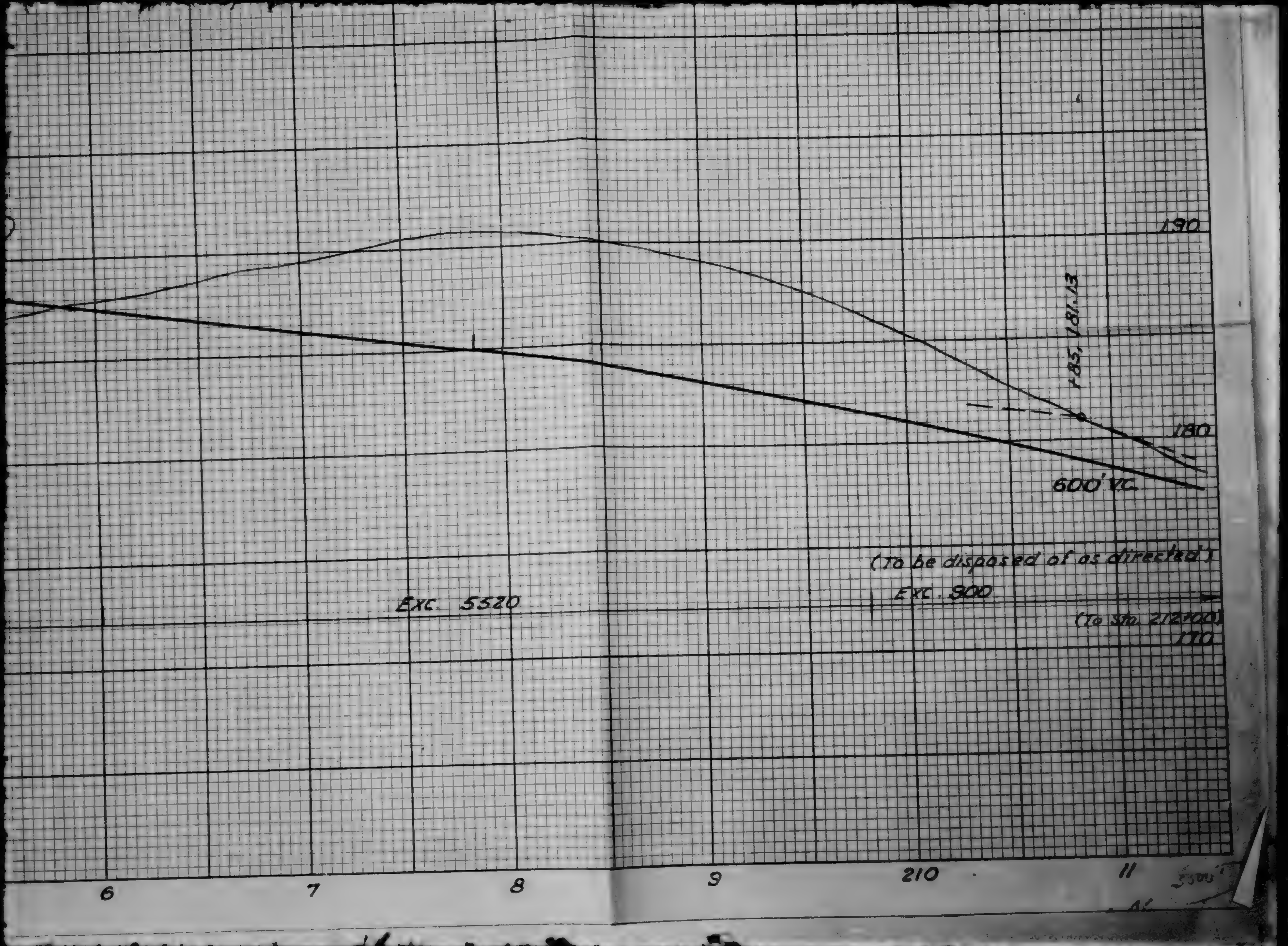

3:1
Var.
1½:1
3:1
Var.
1½:1
depth as directed
Filter bac
8" Perf. Me
(See plans fo
2

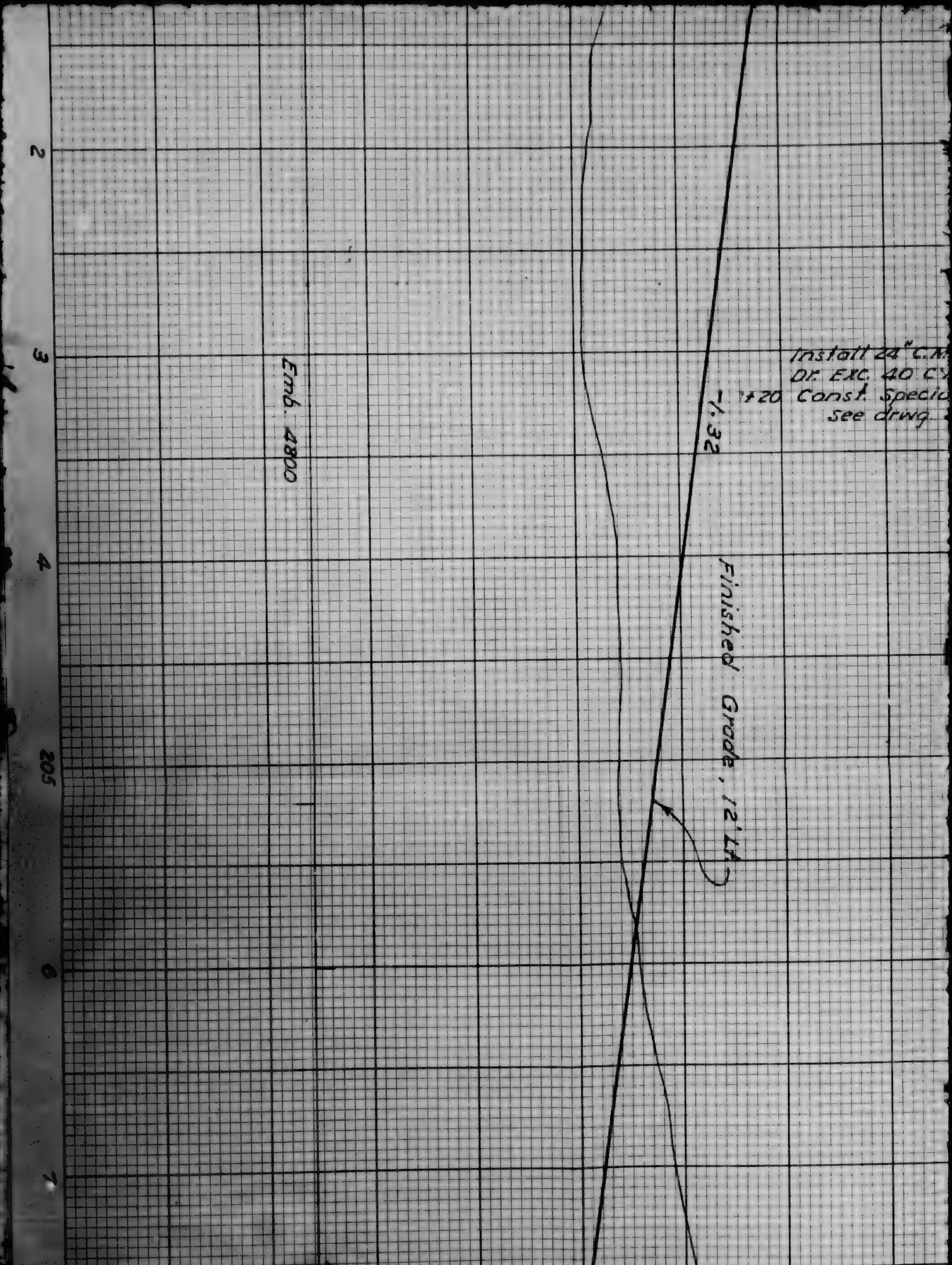


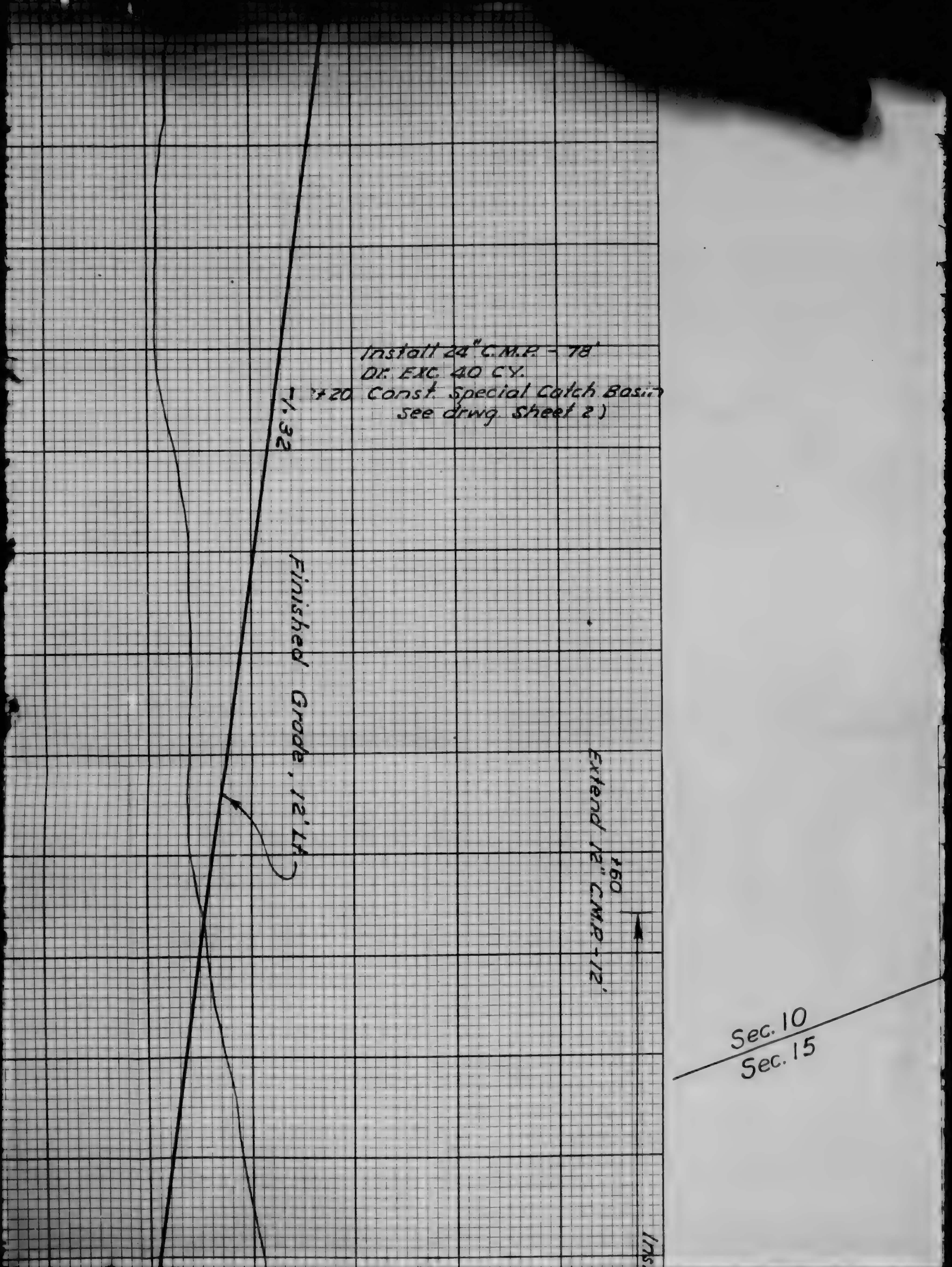
Tigard -[illegible] Sec.				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index


20ft.
Frontage Road
65'
84
R/W Line
Sec. 10
Sec. 15
Install 8" Perforated Metal Drain Pipe - 520'
Dr. Exc. 135 C.Y.
Filter Backfill Material 125 C.Y.
M.P. - 12'
+80
+40
Const Double Road Appr. Lt.
Inst. 2, 12" Conc Pipes - 30', 30'
Dr. Exc. 2 C.Y.


Sec. 10
Sec. 15
C.M.P. - 12'
Install 8" Perforated Metal Drain Pipe - 520'
Dr. Exc. 135 C.Y.
Filter Backfill Material 125 C.Y.
+80
+40
Const Double Road Appr. Lt.
Inst. 2, 12" Conc Pipes - 30', 30'
Dr. Exc. 2 C.Y.
190
180
+85, 181.13
600' V.C.
(To be disposed of as di
Exc. 5520
Exc. 800


190
+85, 181.13
180
600' V.C.
(To be disposed of as directed)
Exc. 900
(To Sta. 212+00)
170
Exc. 5520
6
7
8
9
210
11

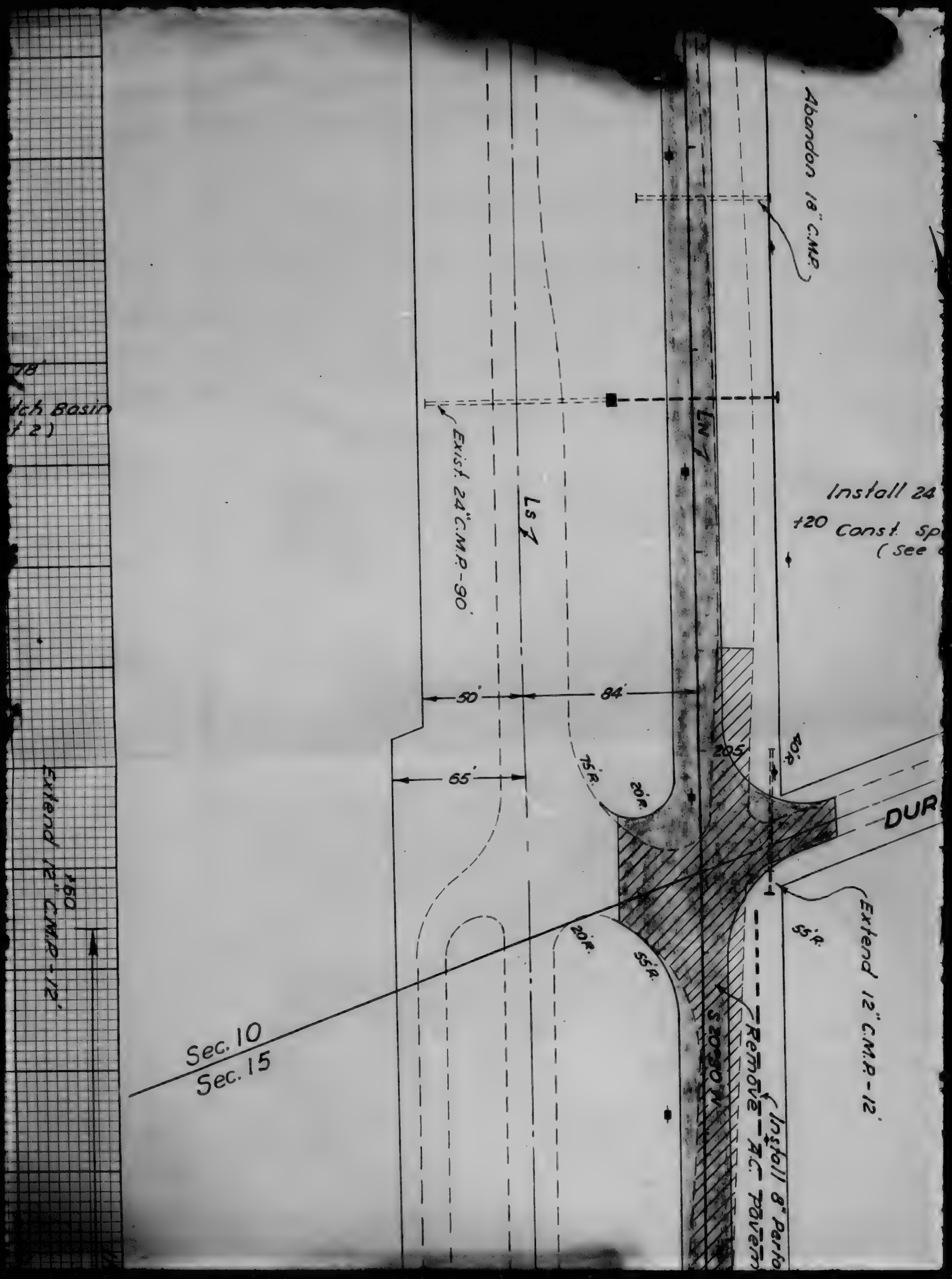

2
3
4
205
6
7
Emb. 4800
1/.32
Finished Grade, 12' Lt.
Install 24" C.M
Dr. Exc. 40 C.Y
+20 Const. Specia
see drwg.

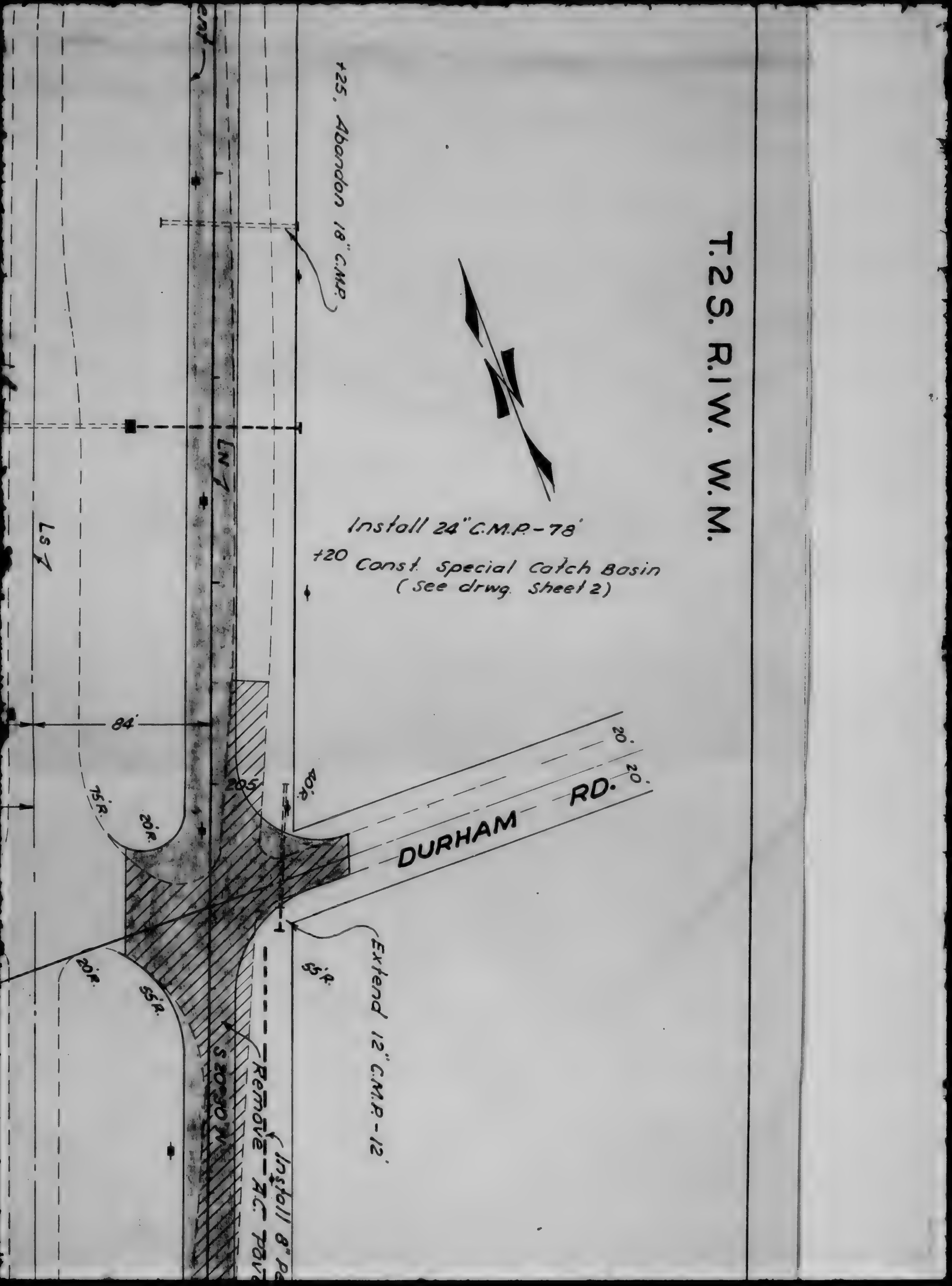


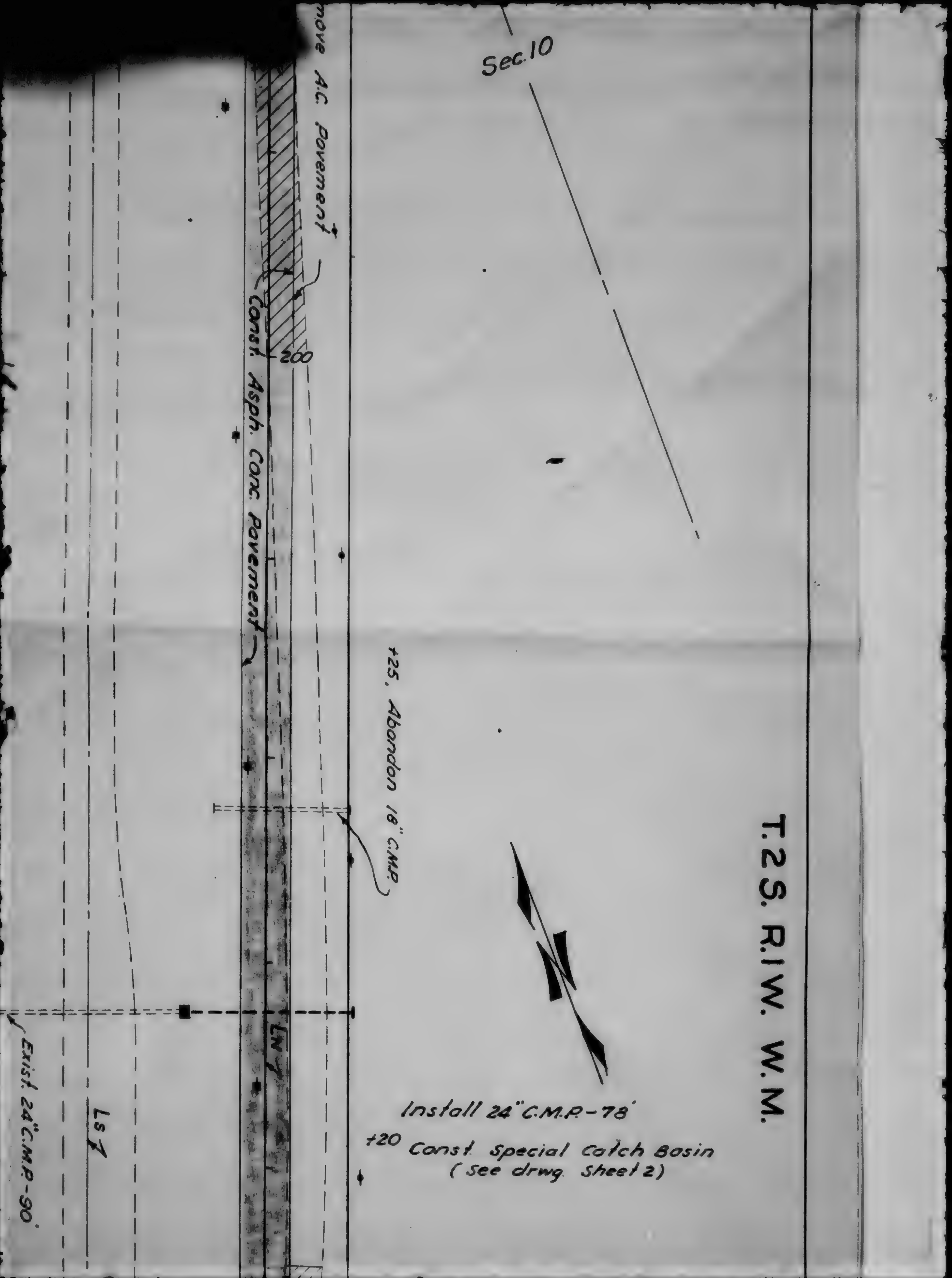
Install 24" C.M.P. - 78'
Dr. Exc. 40 C.Y.
(+20 Const. Special Catch Basin
see drwg. Sheet 2)

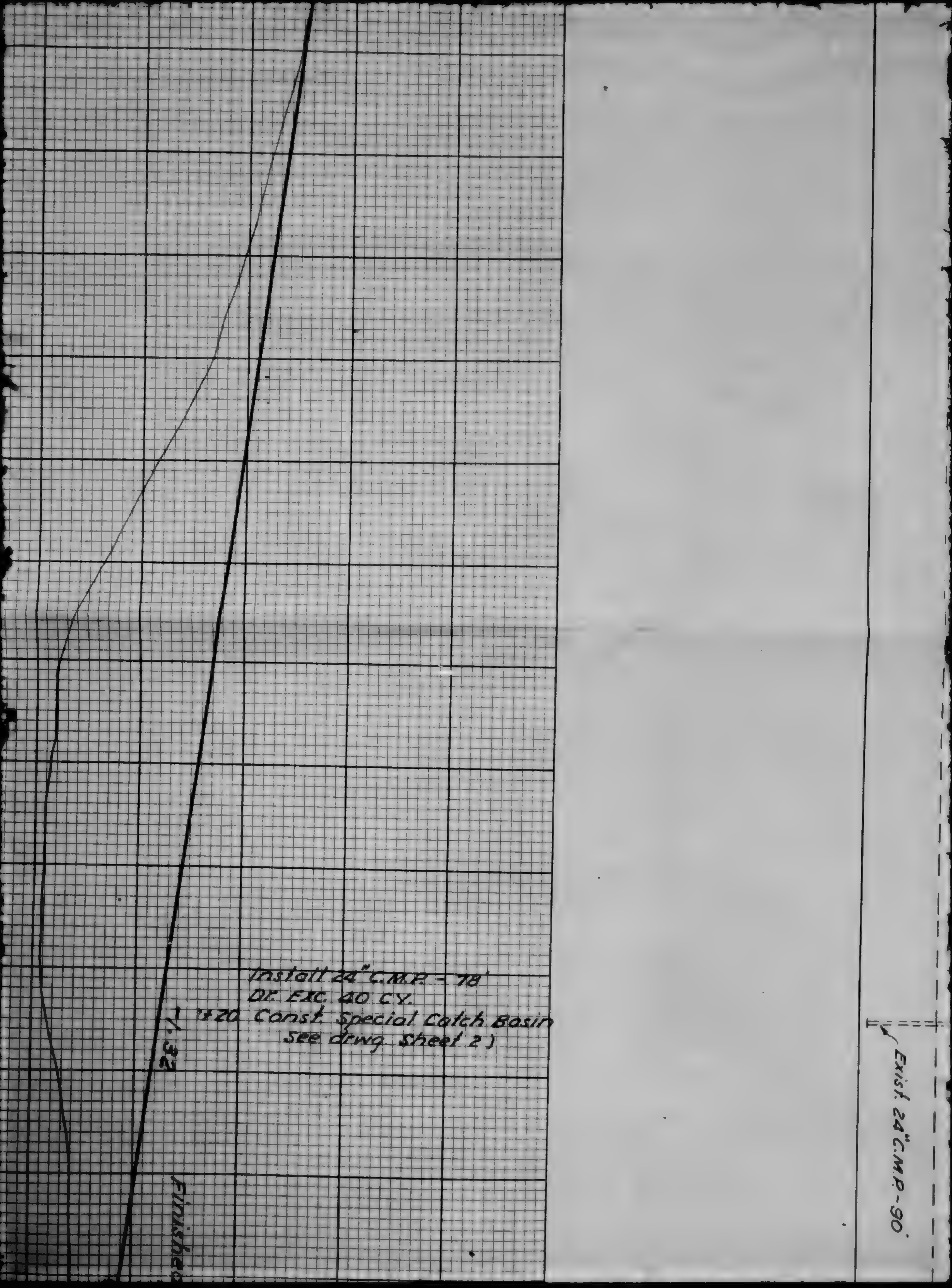
Finished Grade, 12' Lt.

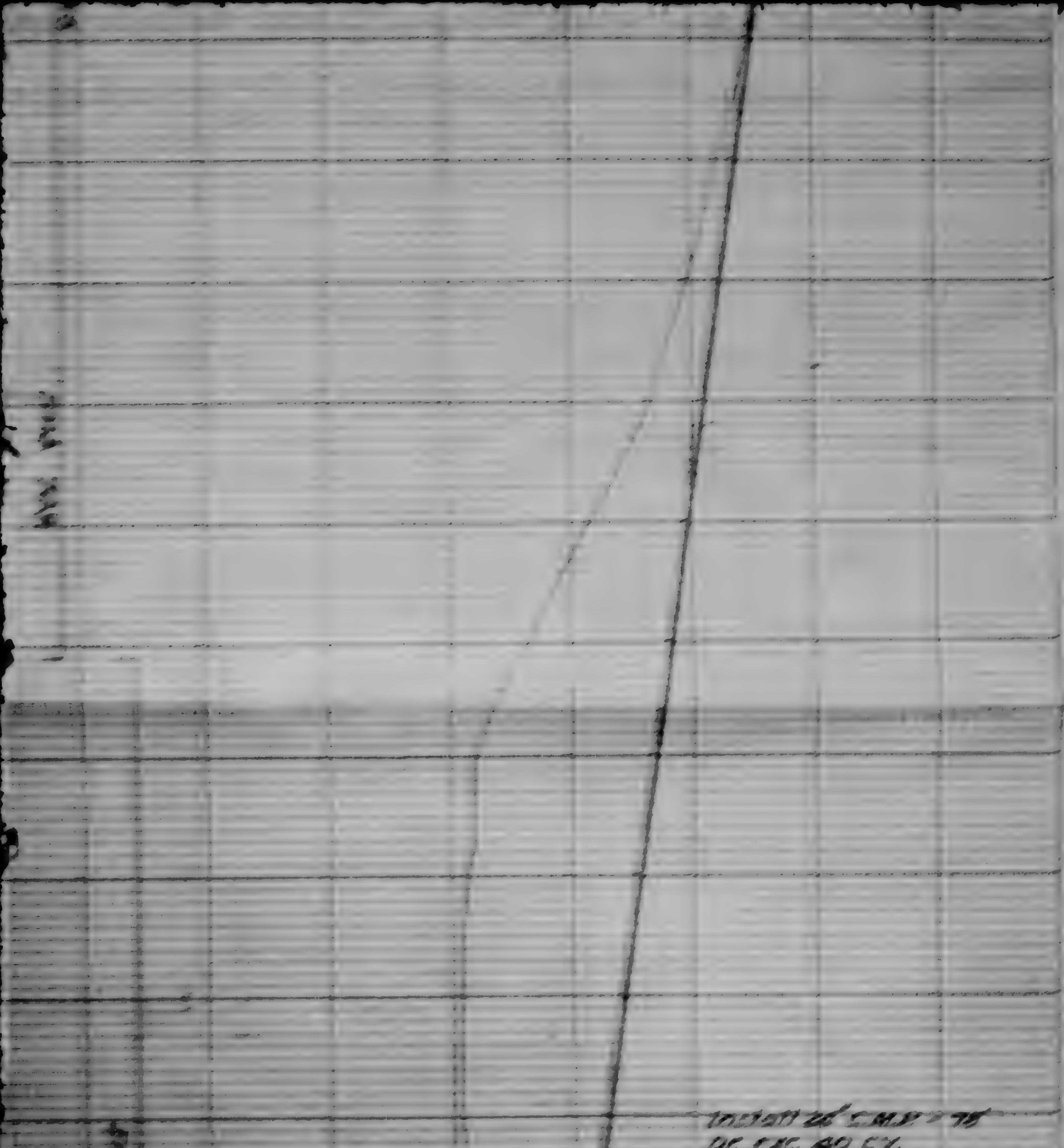
Extend 12" C.M.P. - 12'

78
tch Basin
f 2)
Abandon 18" C.M.P.
Exist. 24" C.M.P.-90'
Ls 7
LN 7
Install 24
+20 Const. Sp
(See
50'
84'
65'
75'R.
20'R.
20'S.
50'R.
DUR
20'R.
55'R.
55'R.
Extend 12" C.M.P.-12'
+60
Extend 12" C.M.P.-12'
Sec. 10
Sec. 15
S 20°30' W
Remove A.C. Pavem
Install 8" Perfo

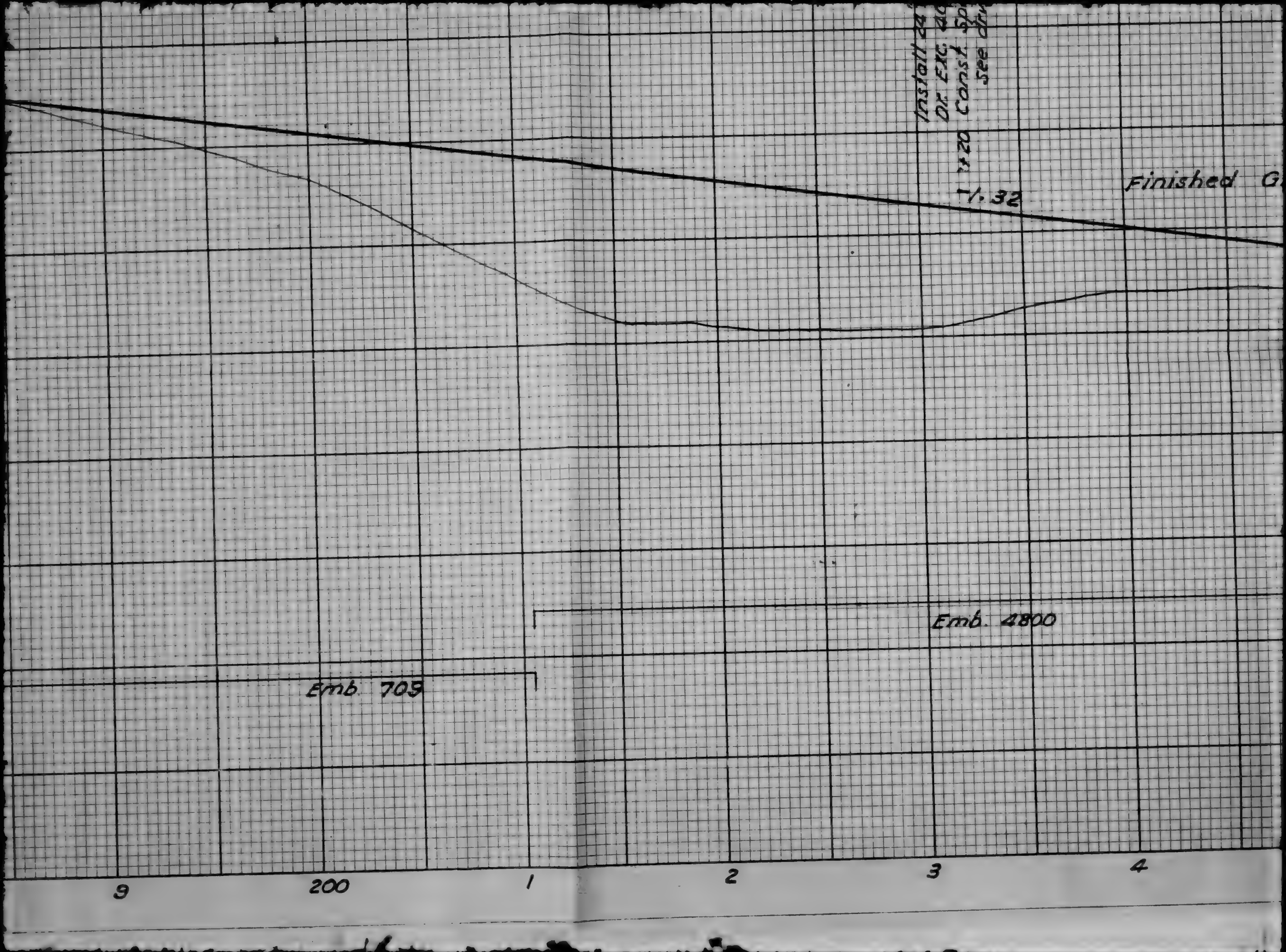

ent
+25. Abandon 18" C.M.P.
T.2S. R.1W. W.M.
Install 24" C.M.P.-78'
+20 Const. Special Catch Basin
(See drwg. Sheet 2)
LN
Ls
84'
75'R.
20'R.
205
40'R.
20'
20'
DURHAM RD.
Extend 12" C.M.P.-12'
55'R.
20'R.
55'R.
S 20°30' W
Remove A.C. Pave
Install 8" P

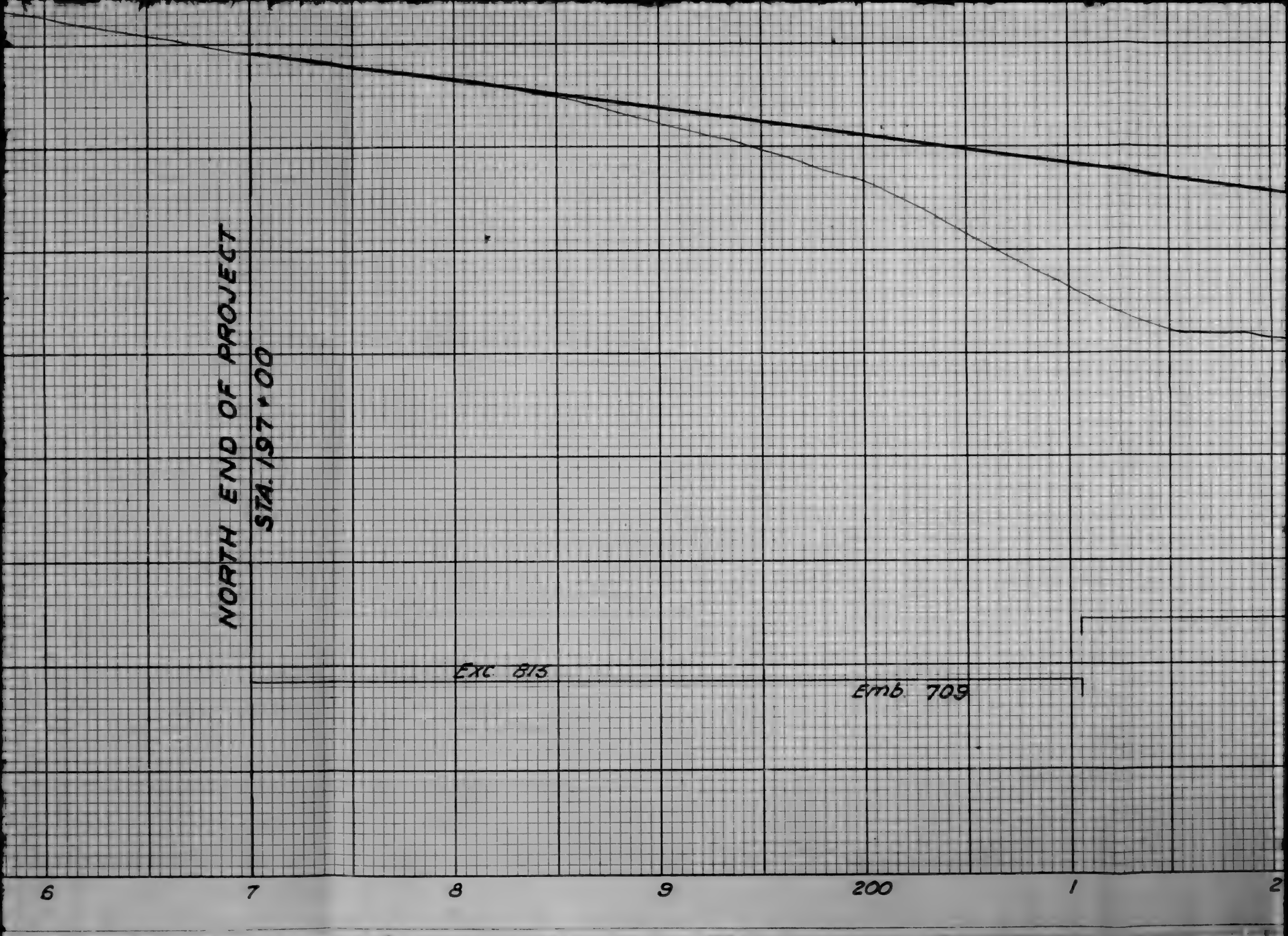

Sec.10
move A.C. Pavement
Const. Asph. Conc. Pavement
200
+25, Abandon 18" C.M.P.
LN
Ls
Exist. 24" C.M.P.-90'
T.2S. R.1W. W.M.
Install 24" C.M.P.-78'
+20 Const. Special Catch Basin
(See drwg. Sheet 2)


Install 24" C.M.P. - 78'
Dr. Exc. 40 C.Y.
(#20 Const. Special Catch Basin
See drwg. Sheet 2)
1.32
Finishe
Exist. 24" C.M.P.-90'

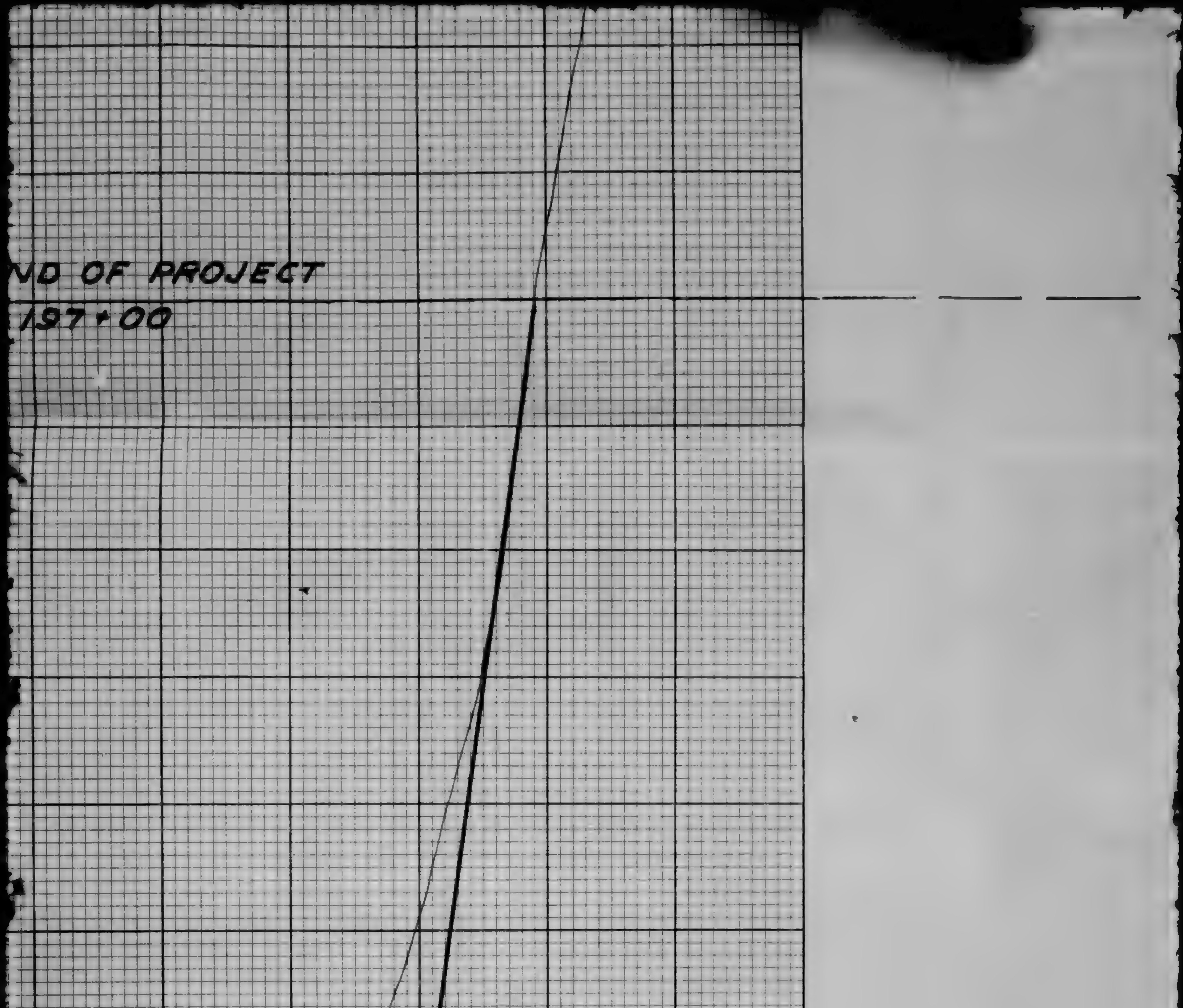


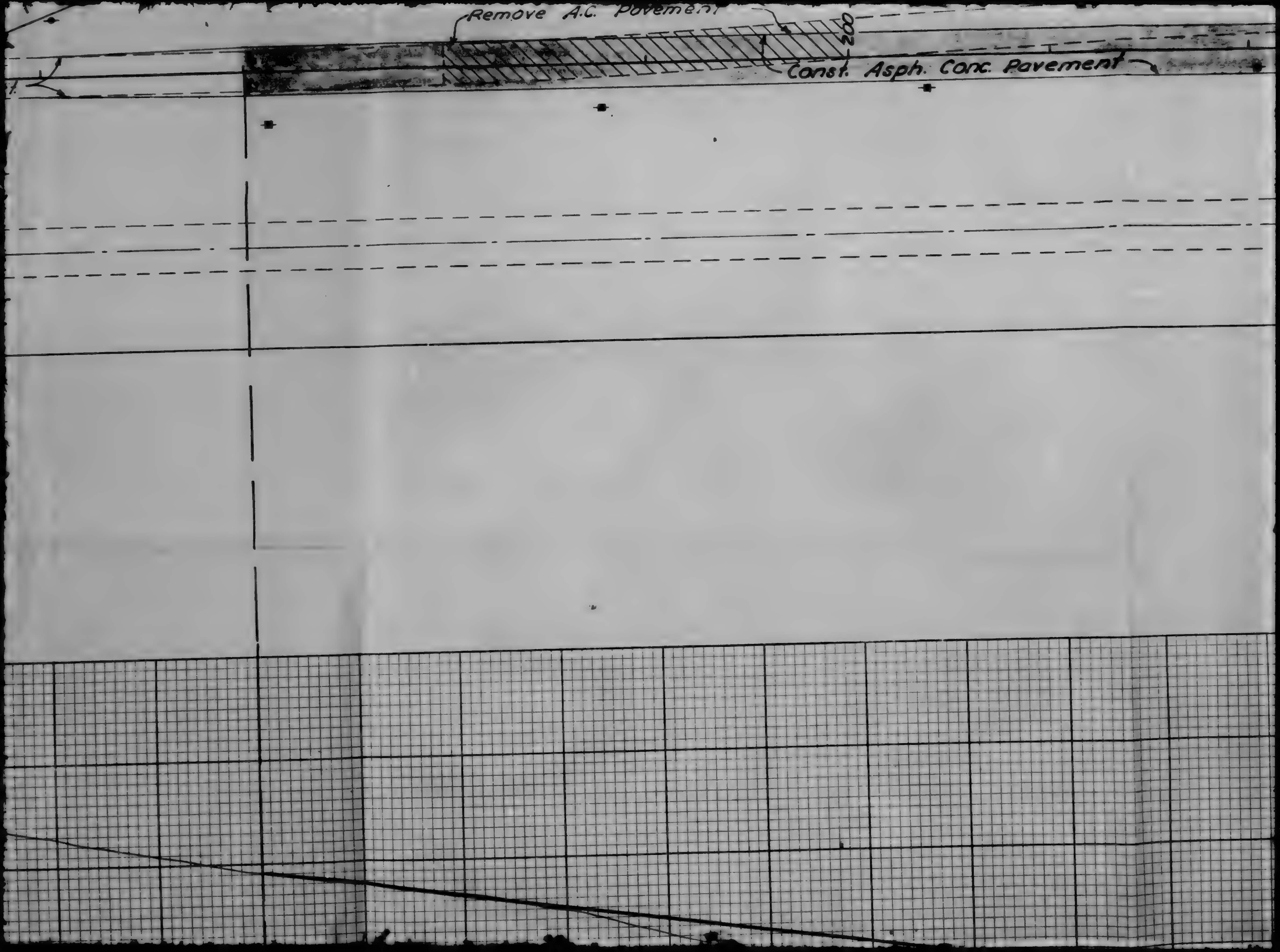
Install 20' C.M.P. @ 78
Dr. Exc. 80 C.Y.
3 + 20 Const Special Catch Basin
(see Drwg Sheet 2)

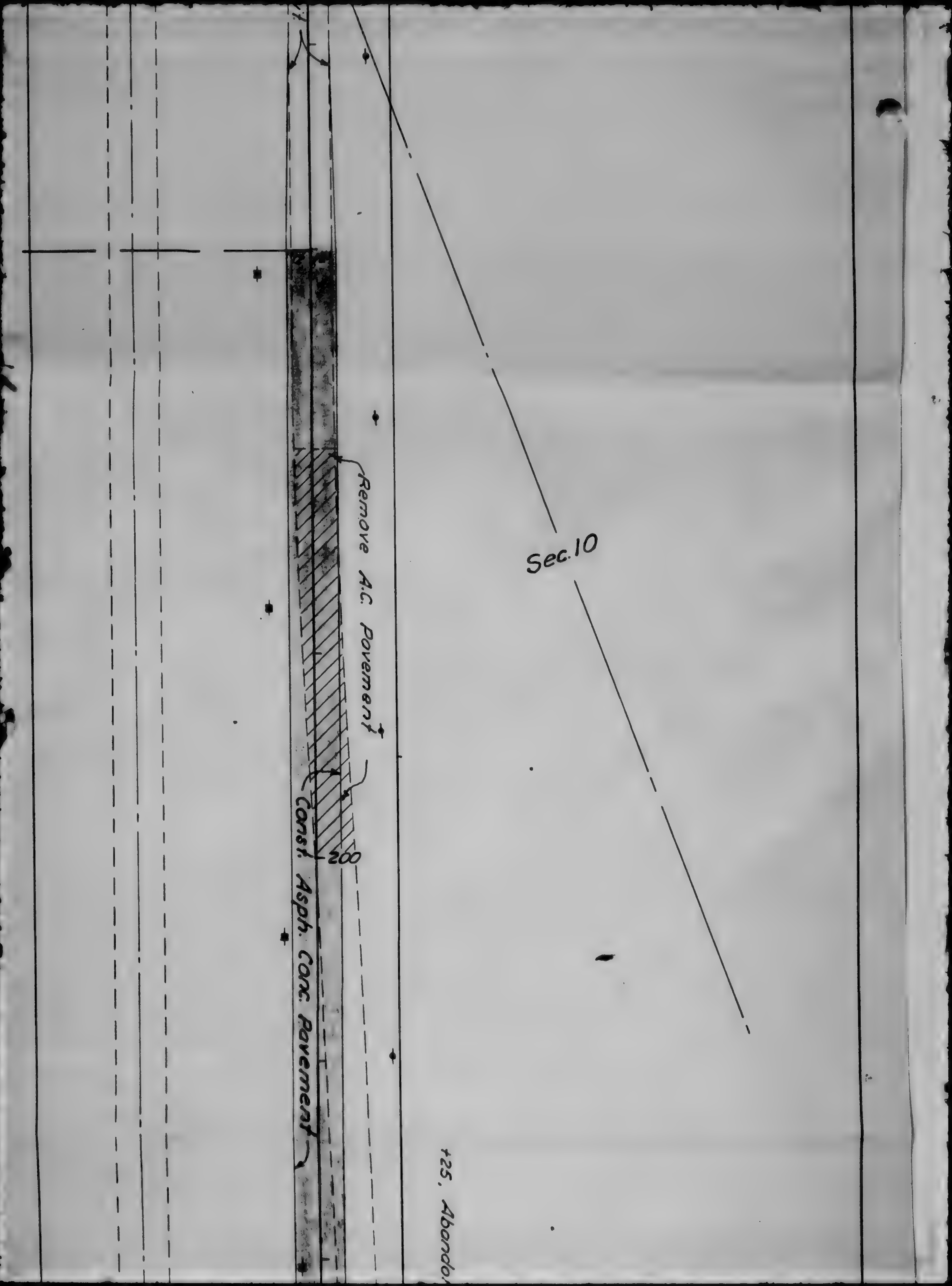

Install 24
Dr. Exc. 40
1+20 Const. Sp
See drw
-/.32
Finished G
Emb. 4800
Emb. 709
9
200
1
2
3
4



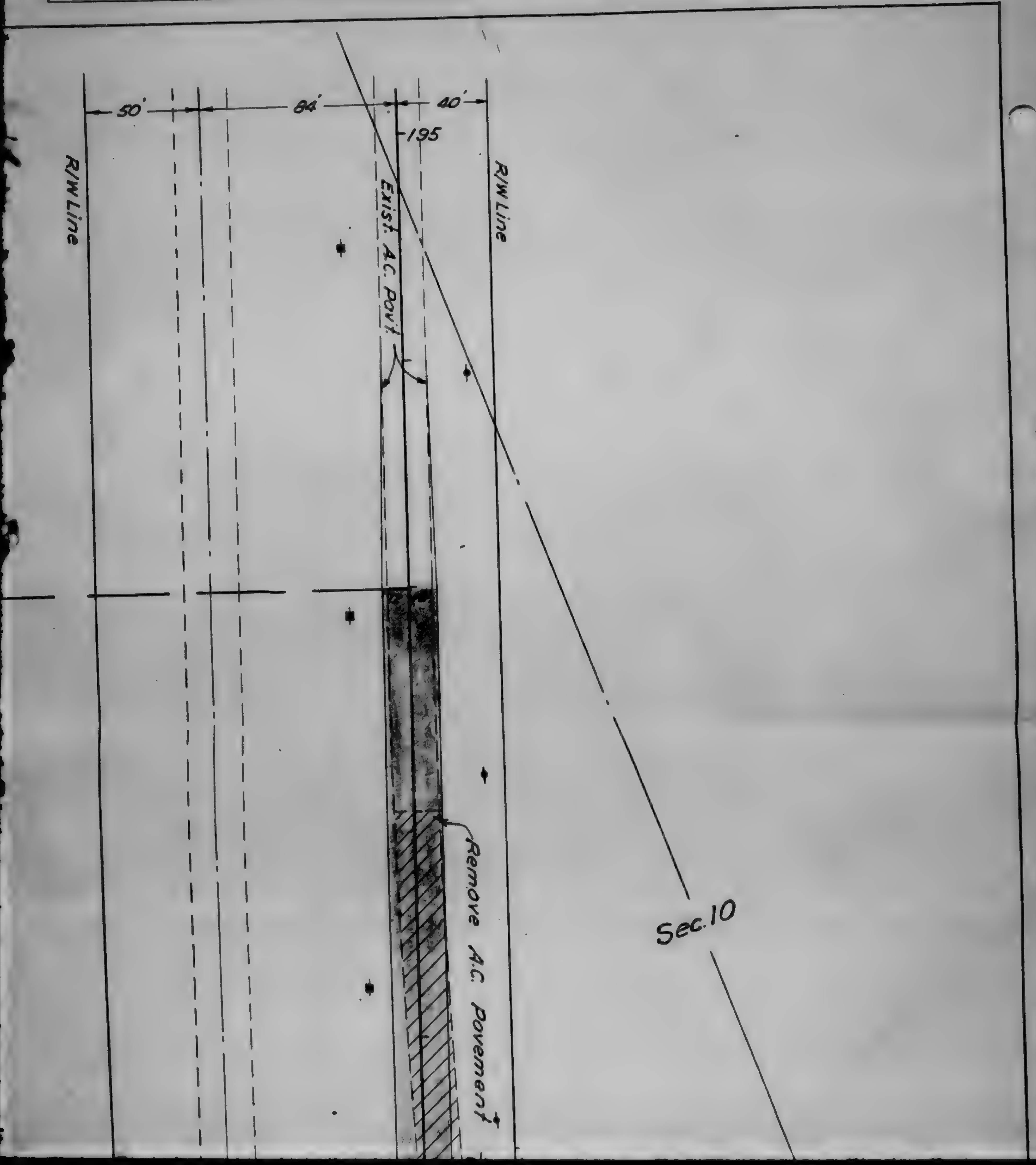
NORTH END OF PROJECT
STA. 197+00


ND OF PROJECT
197+00


Remove A.C. Pavement
200
Const. Asph. Conc. Pavement


Sec.10
Remove A.C. Pavement
Const. Asph. Conc. Pavement
200
+25. Abando

		BY	DATE
FINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

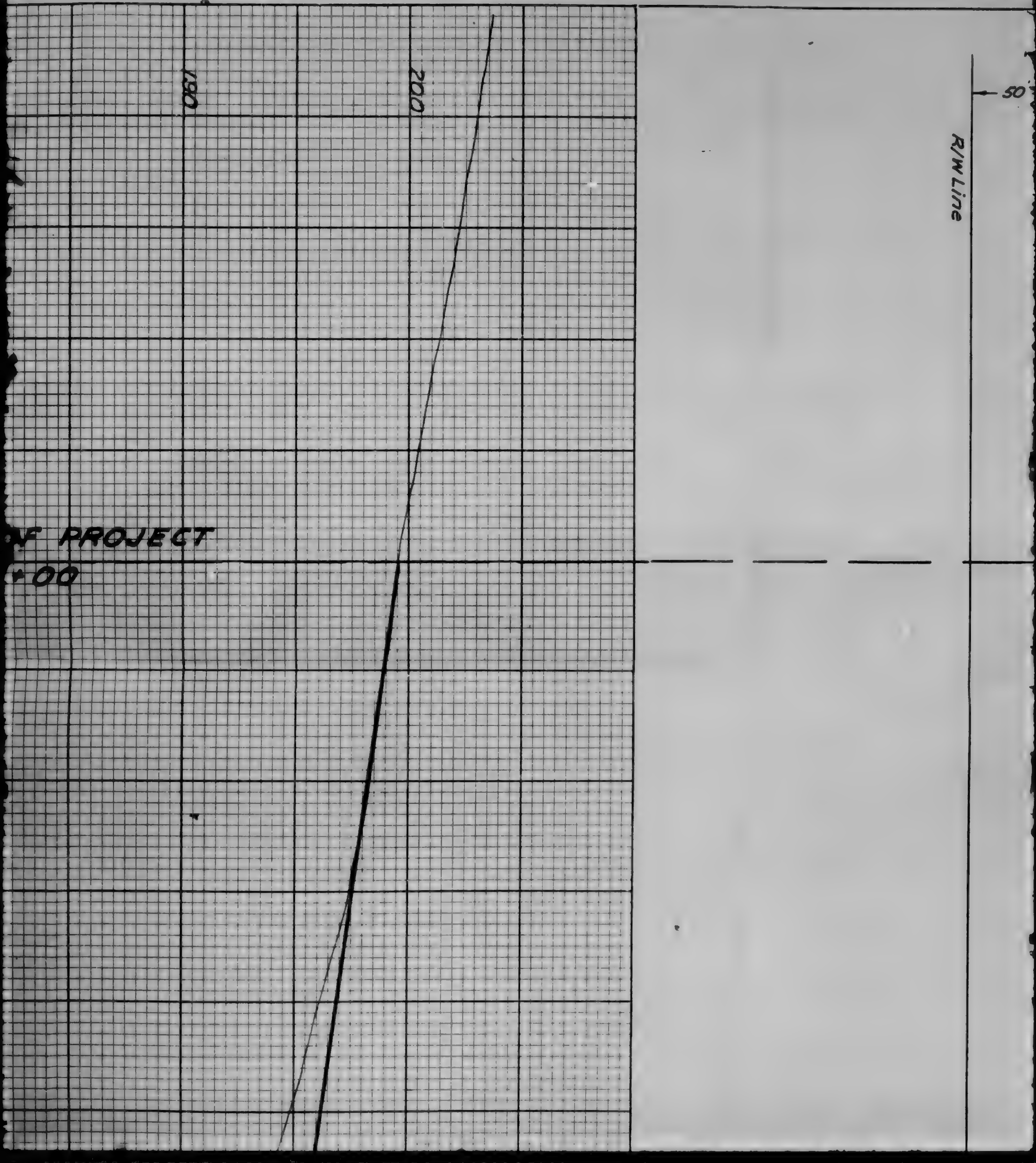


	BY	DATE
RVEYED		
LOTTED		
MPLATE		
REAS		
REAS CHECKED		

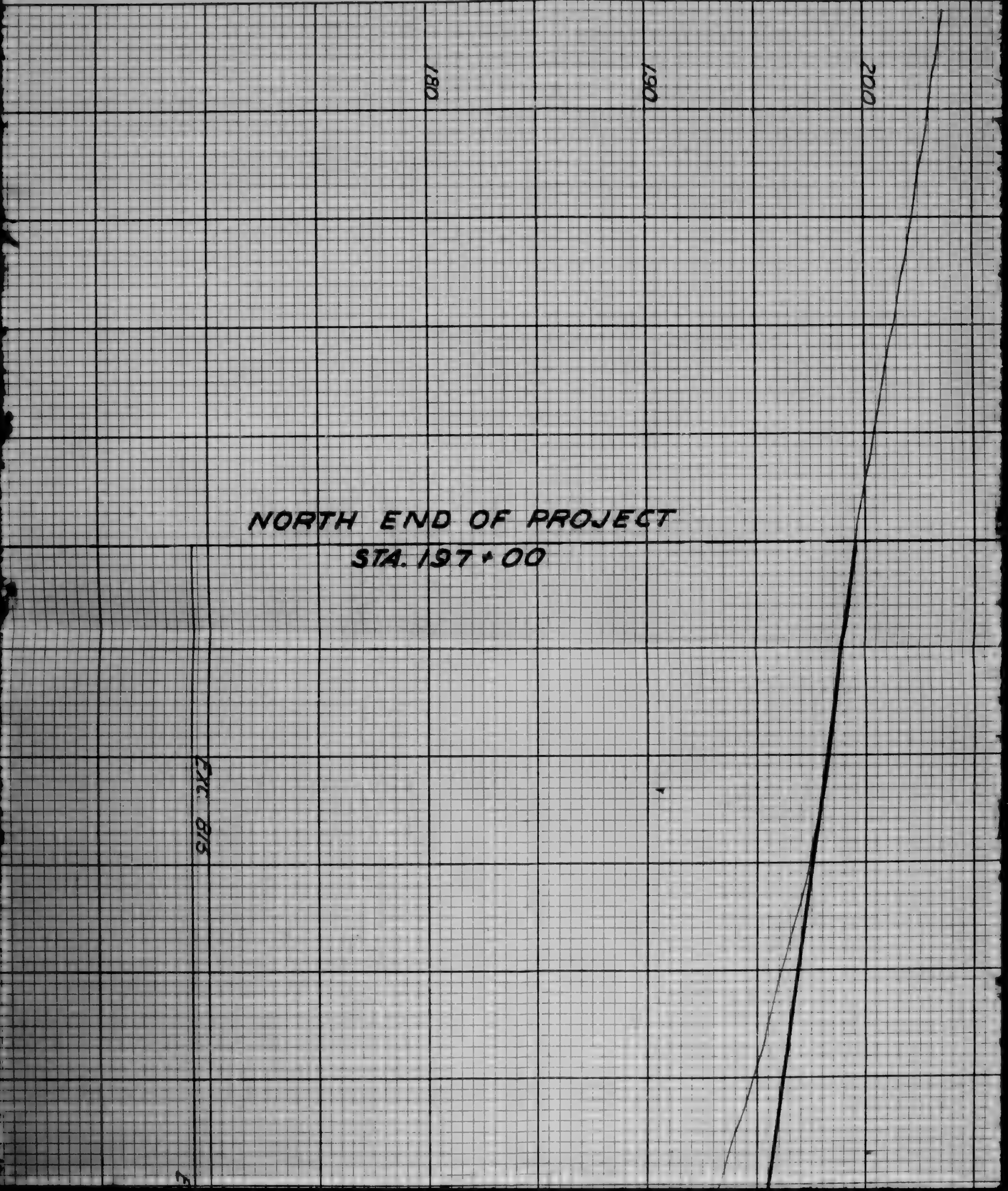
FINAL SURVEY

NOTE BOOK

NO.______

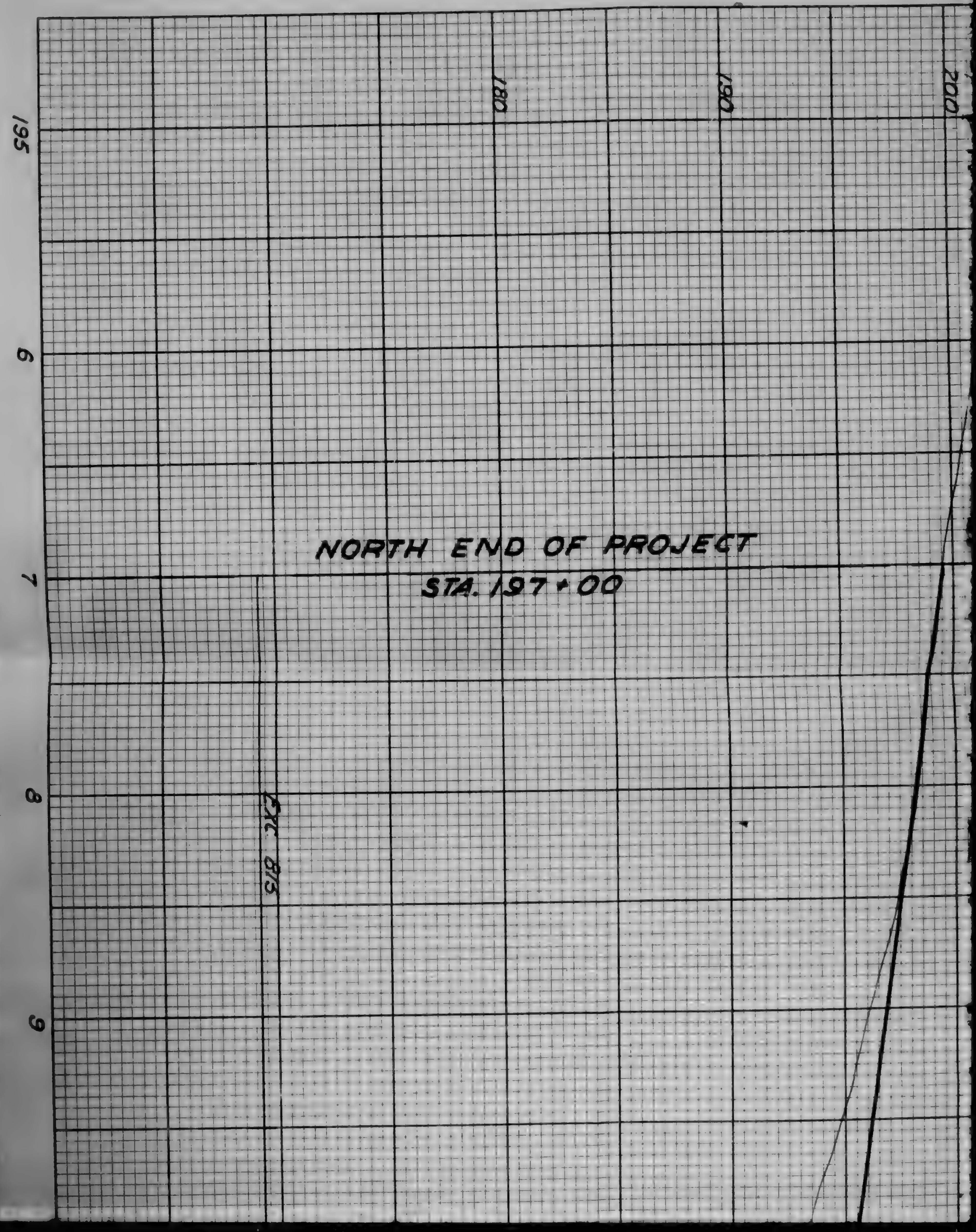


ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



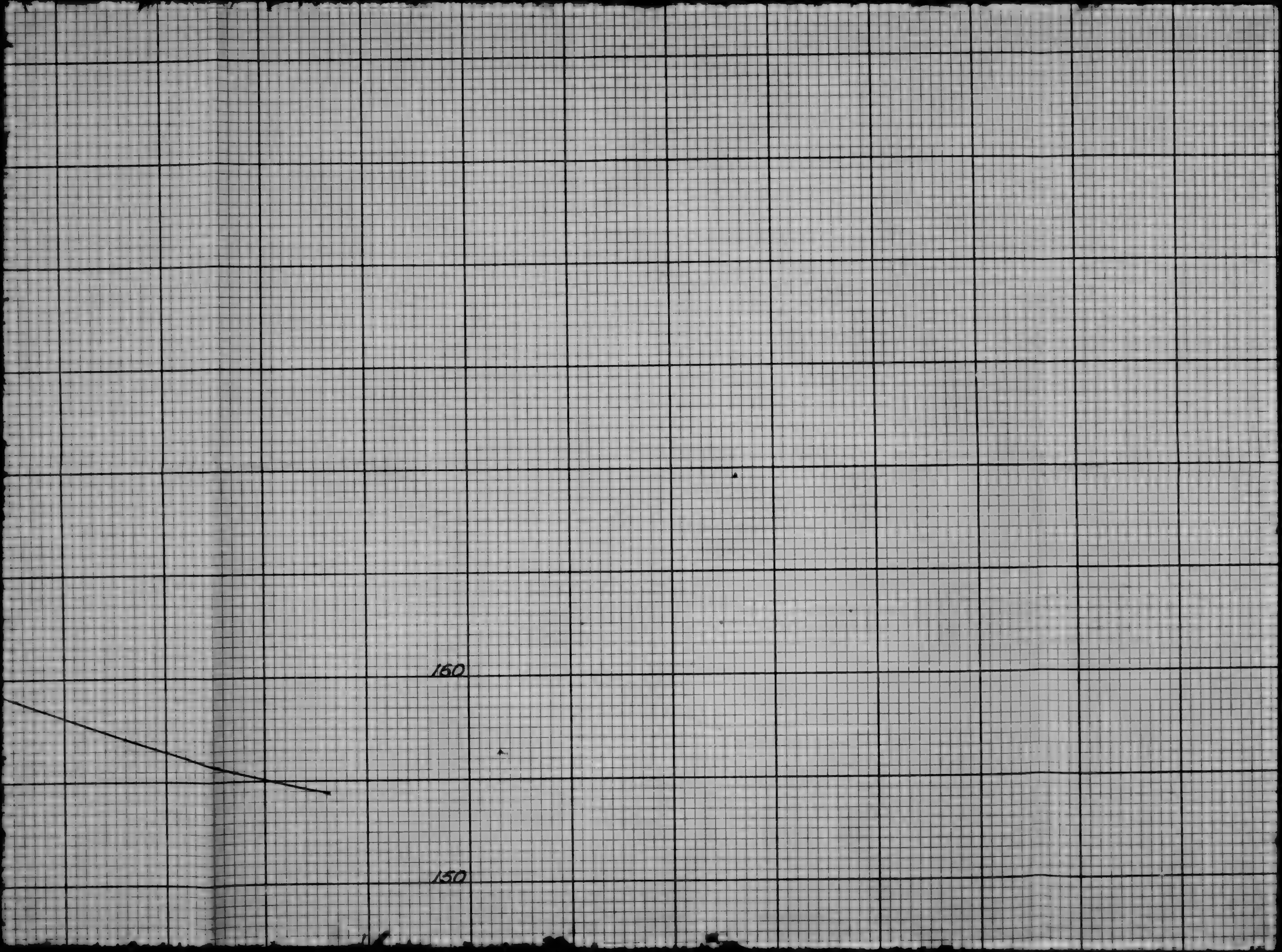
NORTH END OF PROJECT
STA. 197+00

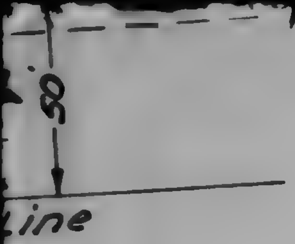
ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

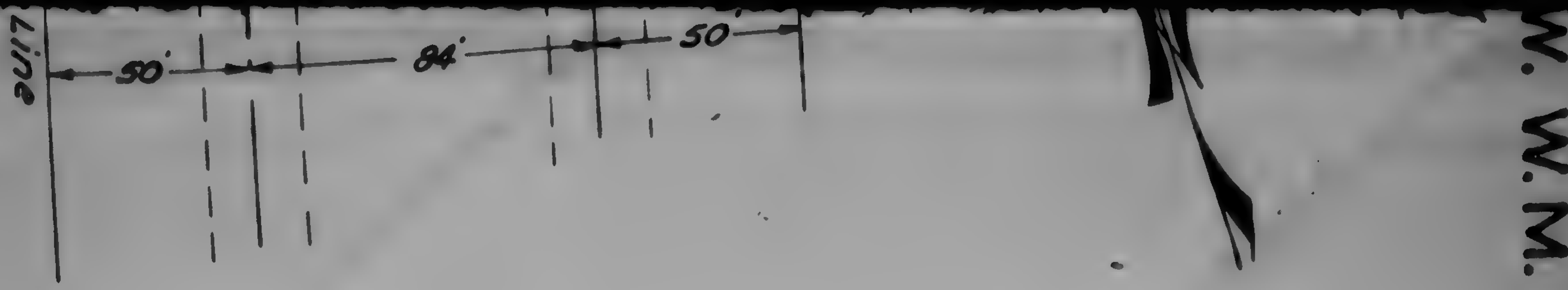


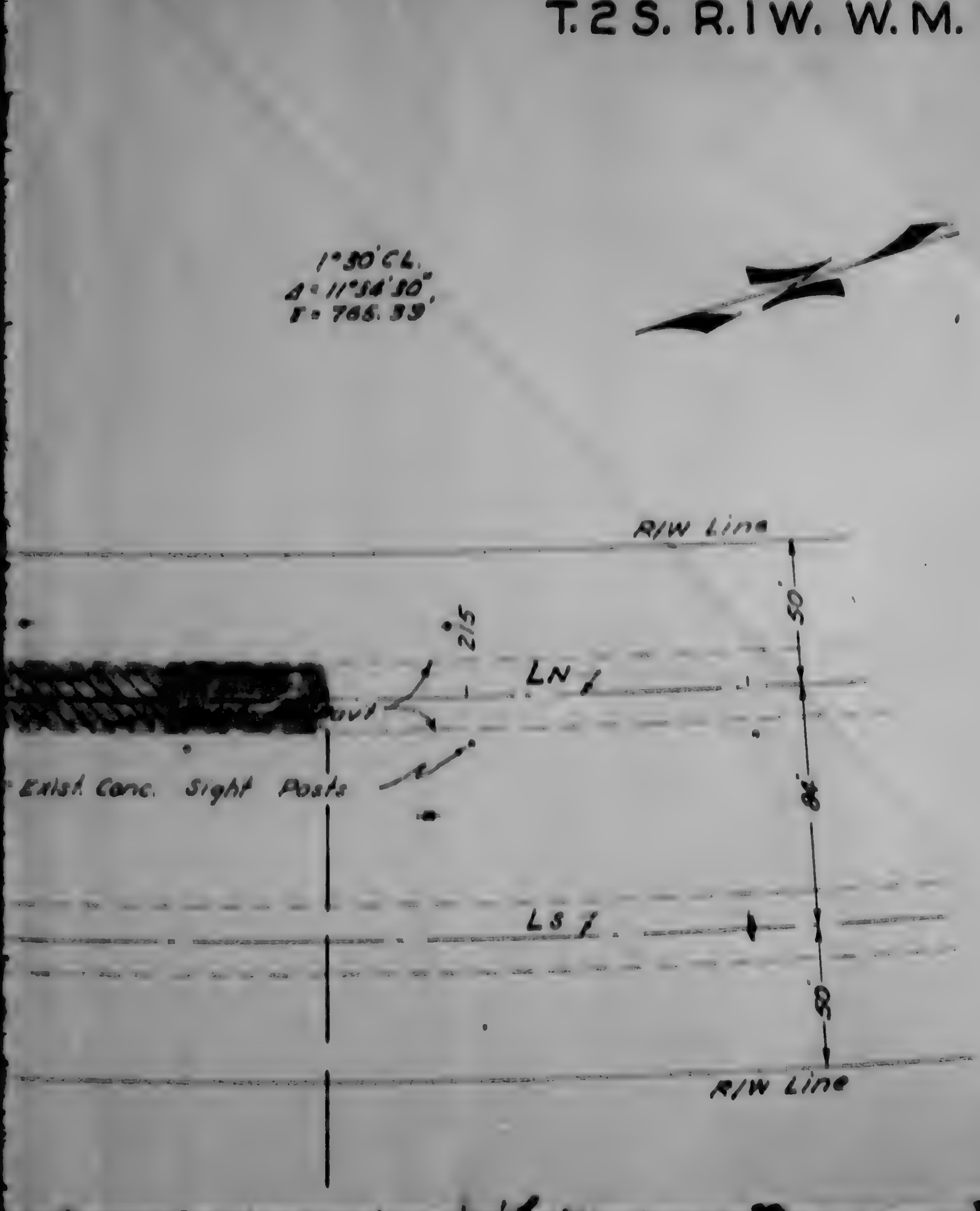
NORTH END OF PROJECT
STA. 197+00

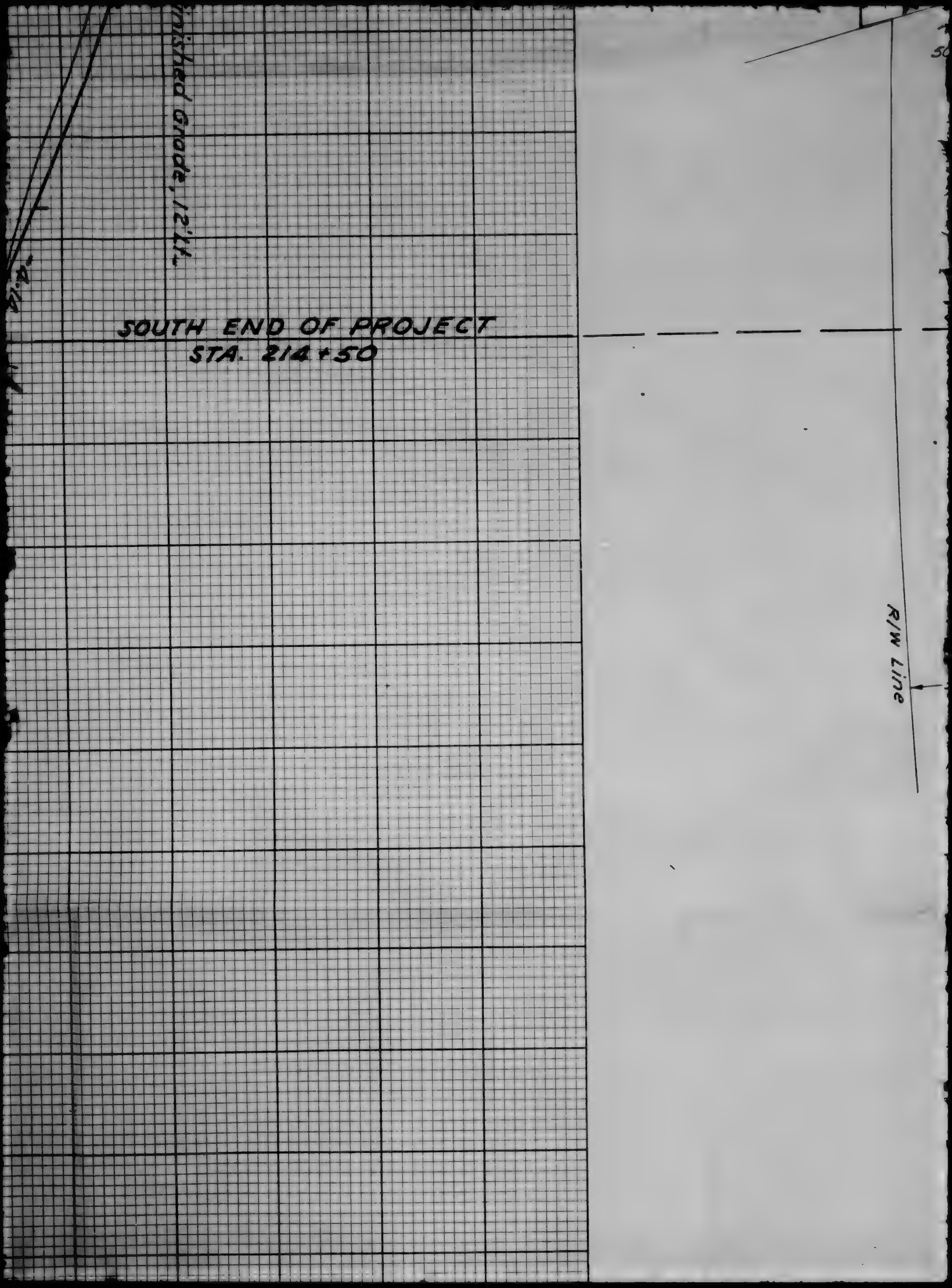
[illegible]				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			*See Index*

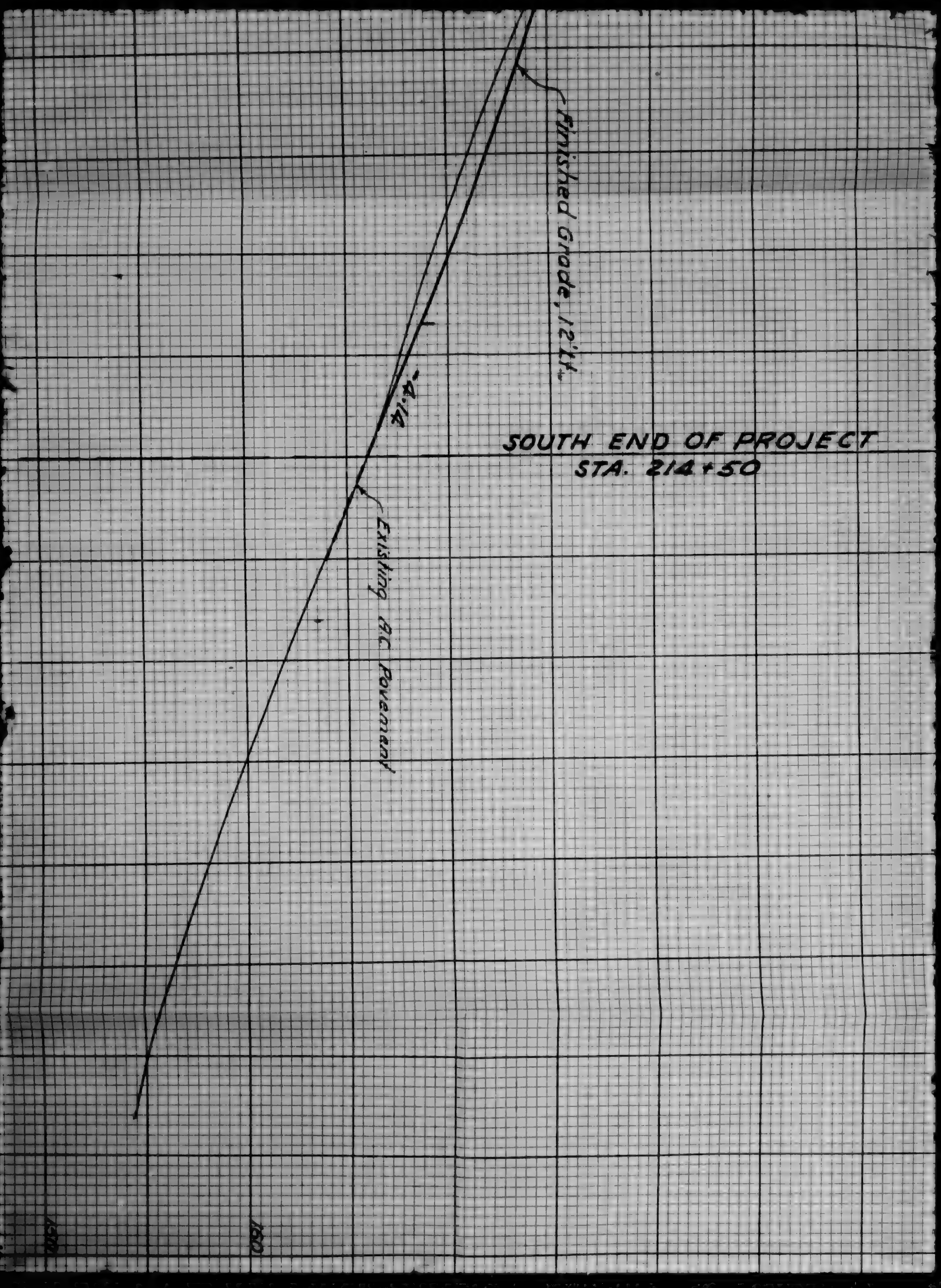

160
150

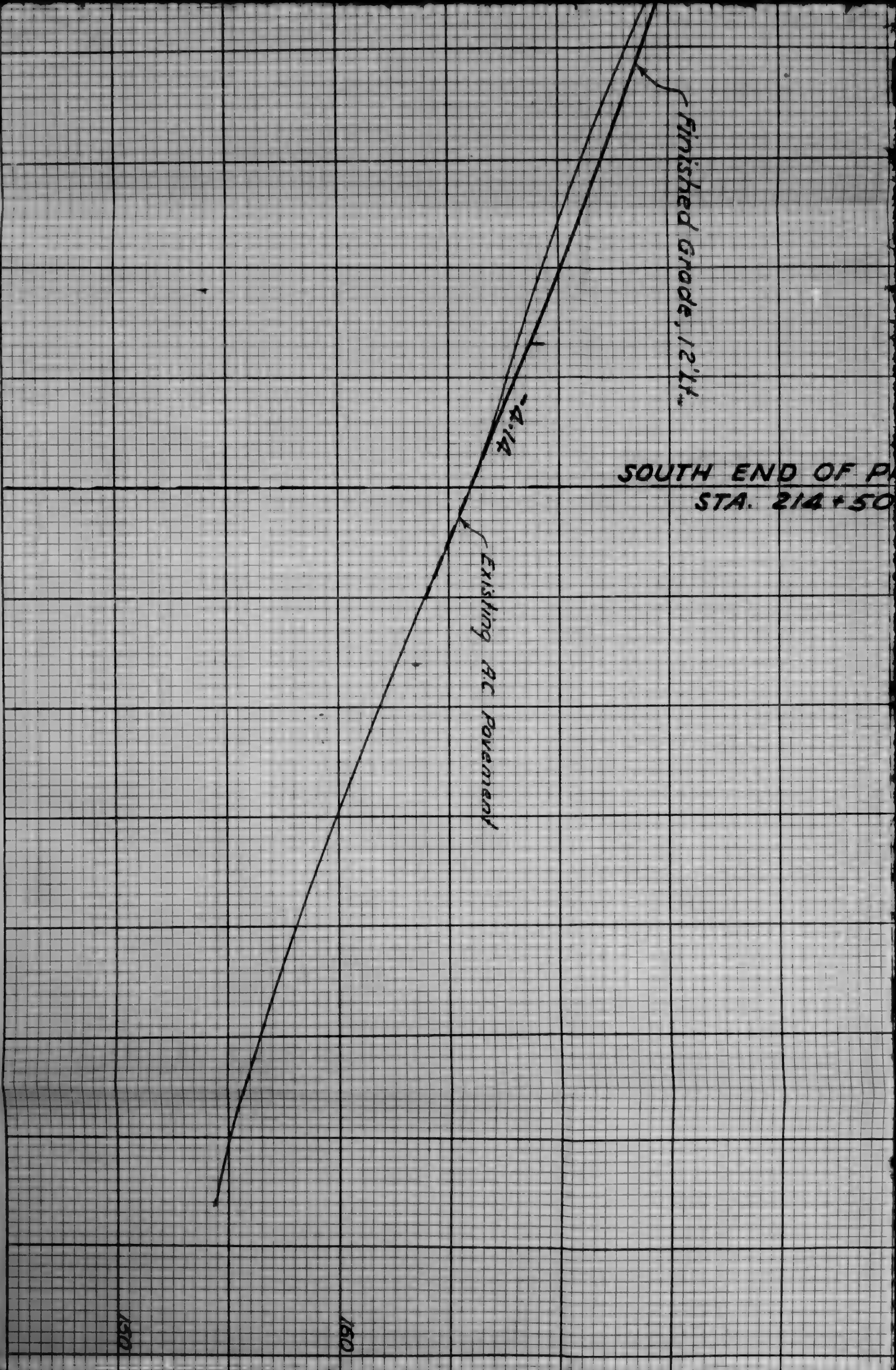

50'
Line

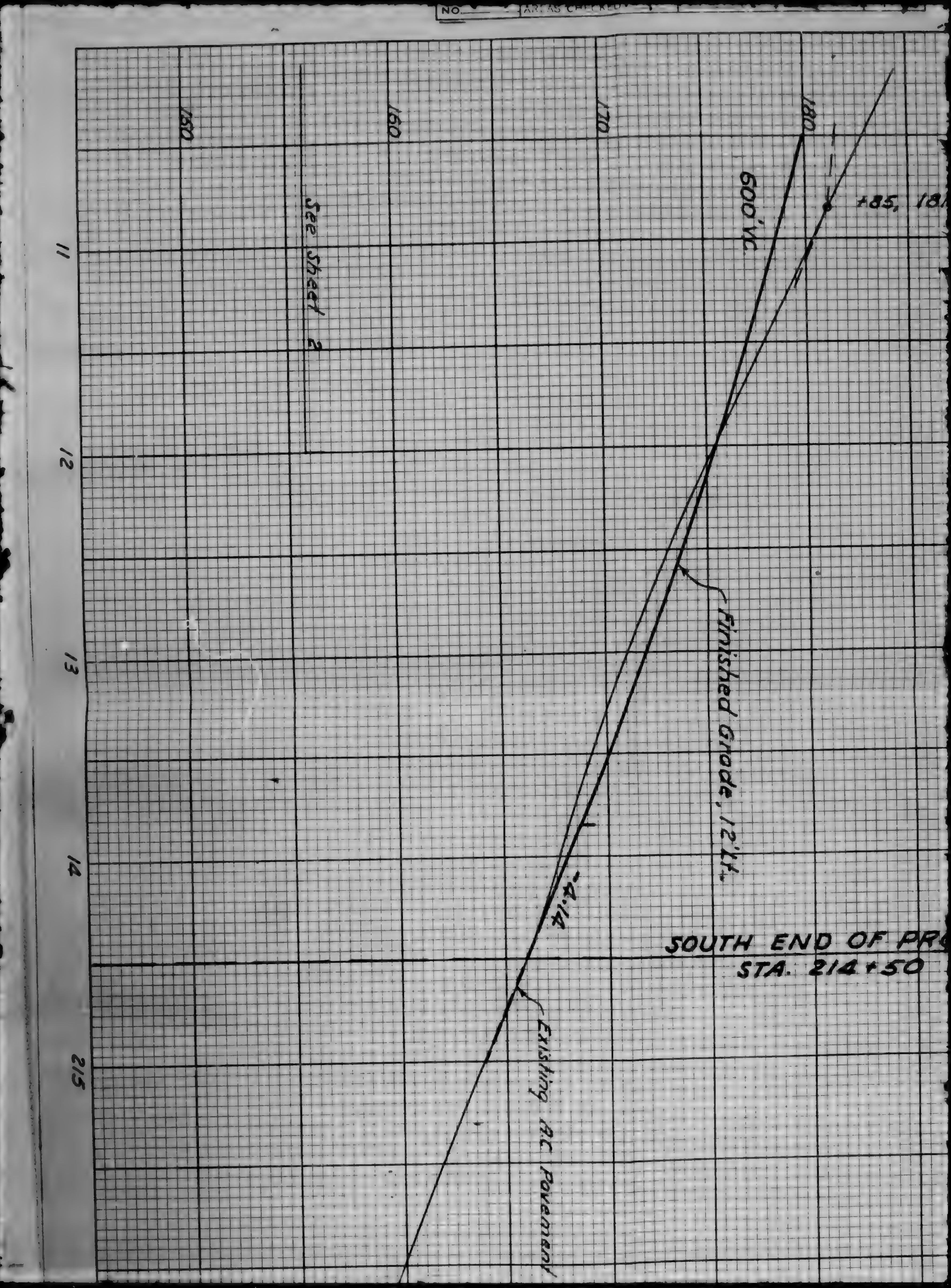

Line
W. W. M.


T.2S. R.1W. W.M.
1°30' C.L.
Δ = 11°54'30"
T = 765.39'
R/W Line
215
LN ℄
Pavt
Exist. Conc. Sight Posts
LS ℄
50'
84'
50'
R/W Line

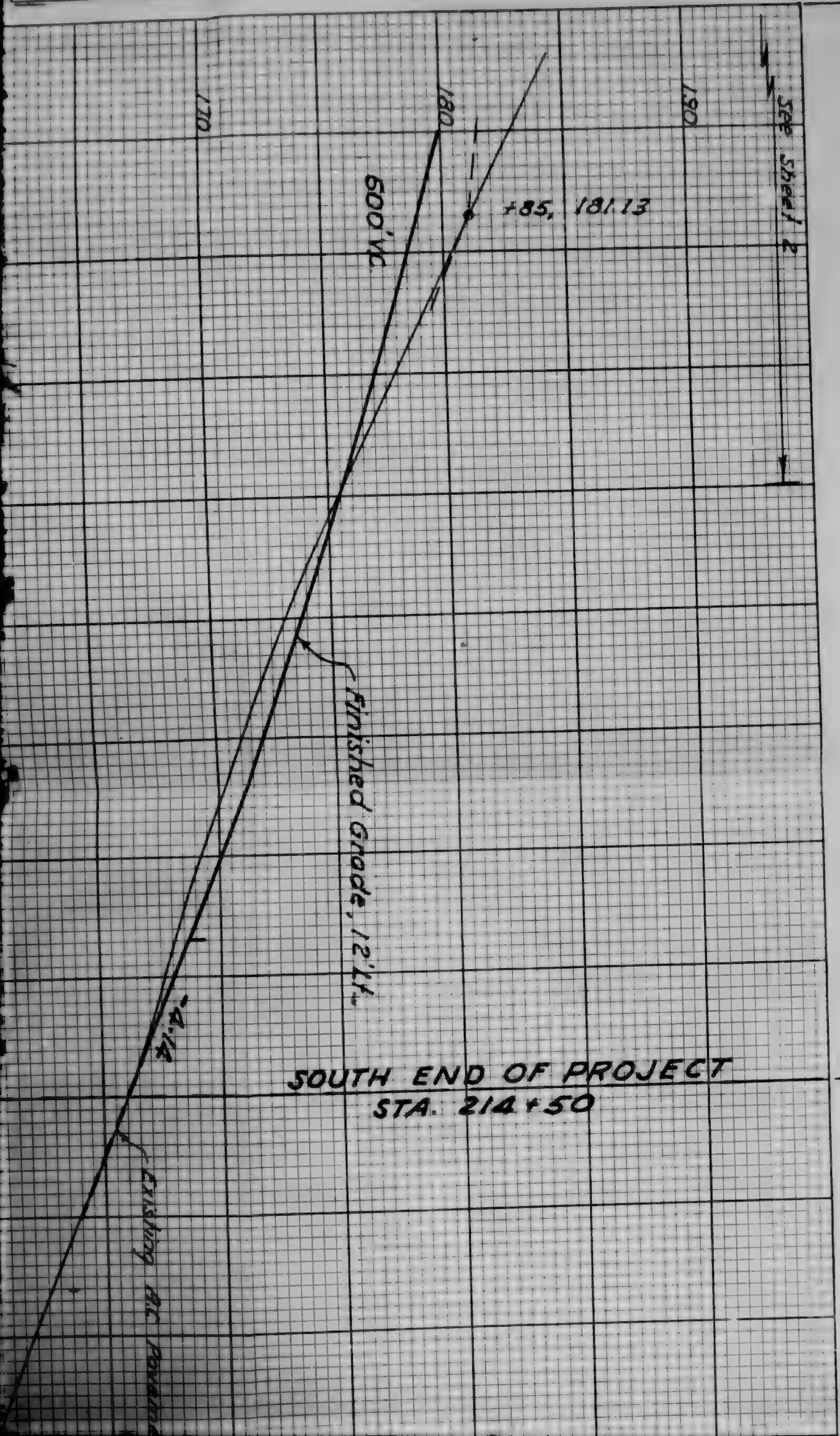

nished Grade, 12' Lt.
SOUTH END OF PROJECT
STA. 214+50
R/W Line


Finished Grade, 12' Lt.
4.14
SOUTH END OF PROJECT
STA. 214+50
Existing A.C. Pavement
1550
160

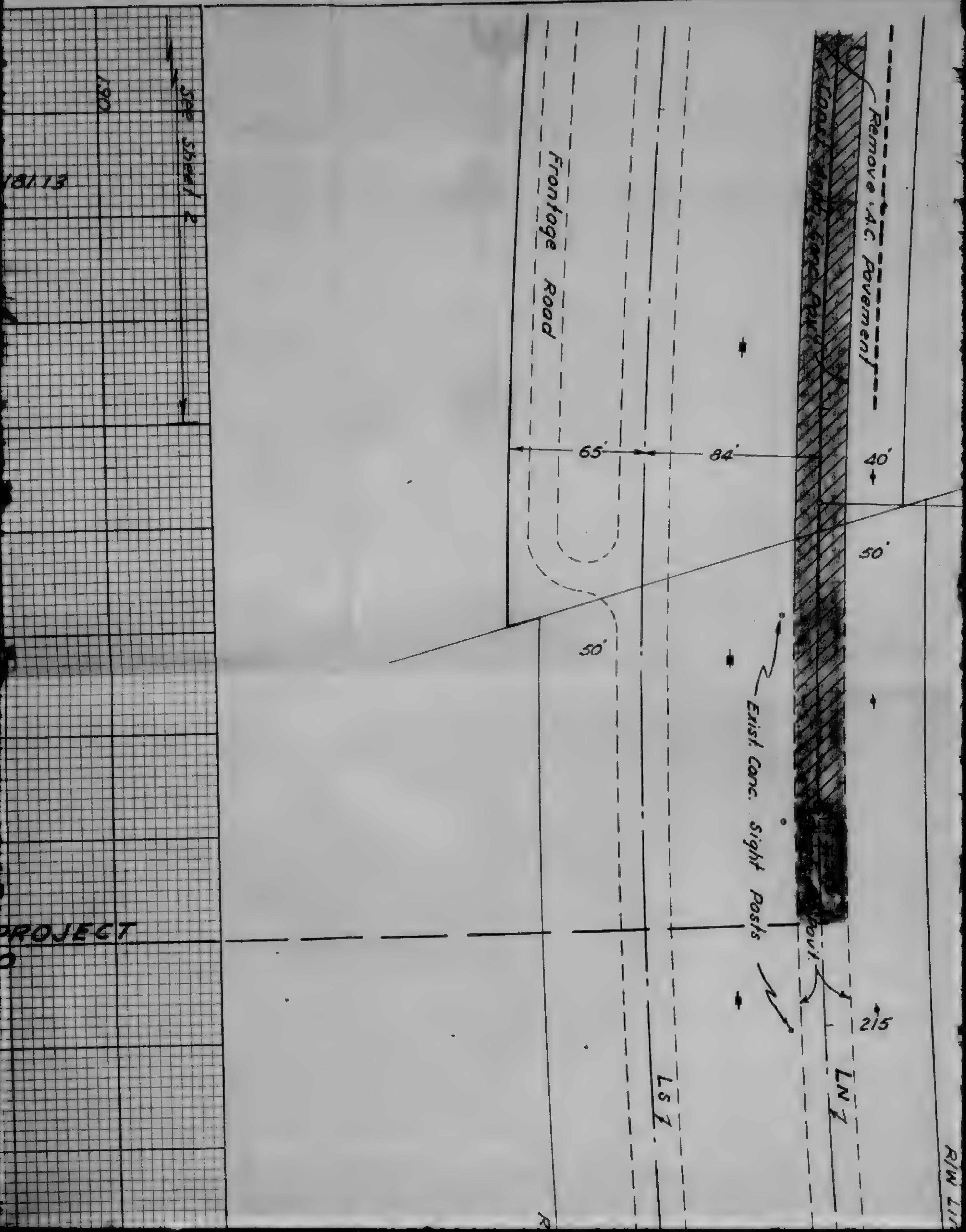

Finished Grade, 12' Lt.
-4.14
SOUTH END OF P
STA. 214+50
Existing A.C. Pavement
13
14
215
150
160

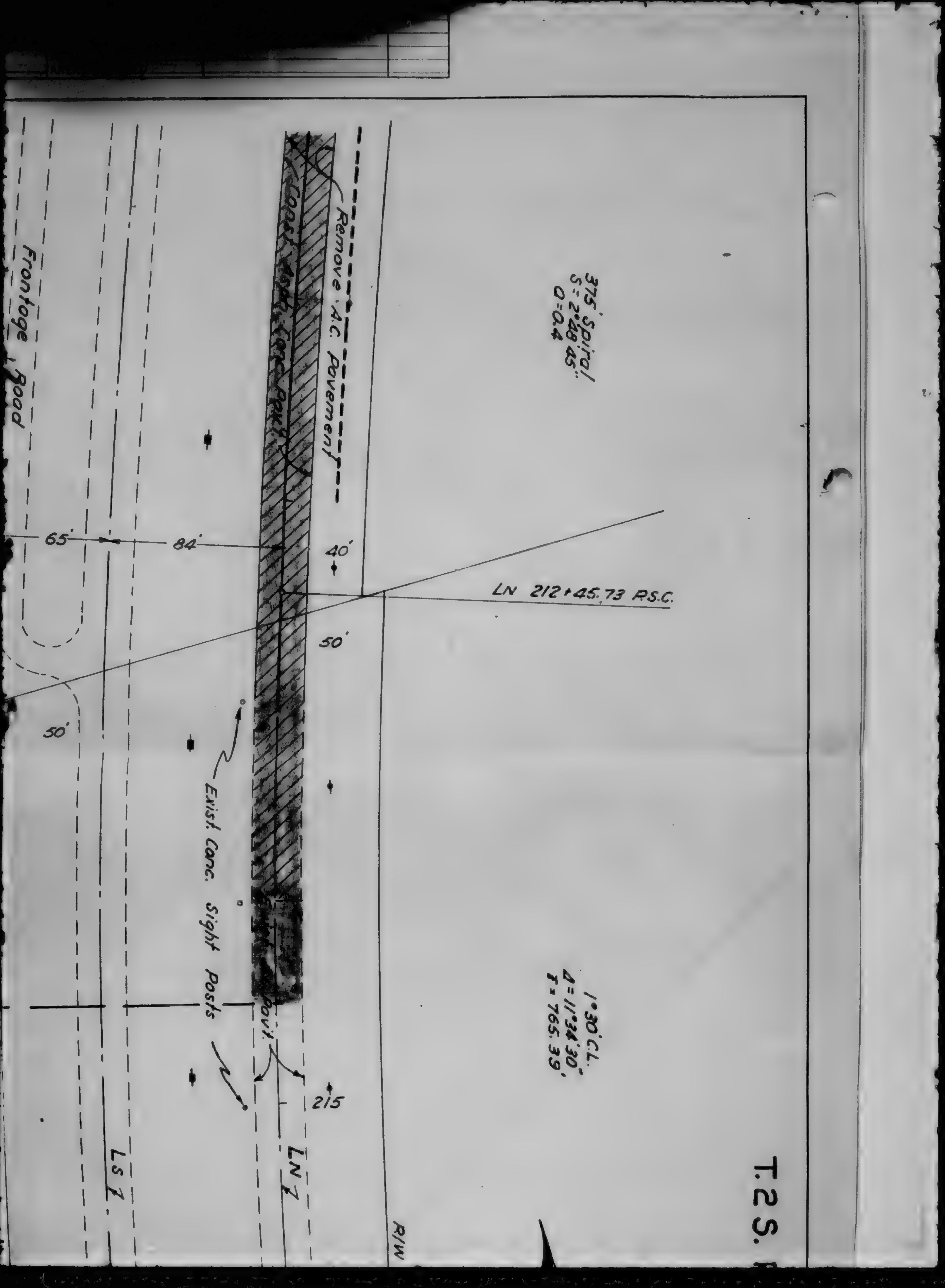

NO.
AREAS CHECKED
150
160
170
180
See Sheet 2
600' V.C.
+85, 18
11
12
13
14
215
Finished Grade, 12' Lt.
-4.14
SOUTH END OF PR
STA. 214+50
Existing A.C. Pavement

NOTE BOOK NO.	TEMPLATE AREAS AREAS CHECKED			



BOOK
NO.
TEMPLATE
AREAS
AREAS CHECKED




Remove A.C. Pavement
Const. Asph. Conc. Pavt.
Frontage Road
375' Spiral
S=2°48'45"
O=0.4
65'
84'
40'
LN 212+45.73 P.S.C.
50'
50'
Exist. Conc. Sight Posts
Pavt.
215
1°30' C.L.
Δ=11°34'30"
T=765.39
LS
LN
R/W
T.2S.

1-1478 Nelson-Benson Cr. Aerial 1956
Photography and Topographic
4713 Mapping

RECEIVED
SEP 23 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 19, 1957

L1472

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4713	7 final	Henry R. Staats

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21443	H192054	$ 30.70	Sept. 19, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **Nov. 30, 1956**

Time Extensions: **Feb. 27, 1957**

Completion Date: **Feb. 27, 1957**

Date Accepted: **Apr. 19, 1957**

Penalties: **Engineering costs to be assessed after Nov. 30, 1956.**

Claims: **None of record**

Remarks:

Date: **Sept. 20, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 20 1957

NOTED ON CARD
CW

RECEIVED
SEP 10 1957
FOR FILING

4713

August 26, 1957

Mr. Henry R. Staats
2626 S. E. Ankeny St.
Portland 15, Oregon

Dear Sir:

We refer to your letter of August 17 with which you returned, unexecuted, the pay voucher issued to you in final payment on Contract No. 4713 covering aerial mapping work on the Nelson-Benson Creek Section of the Old Oregon Trail.

In your letter you question the charge made against you for engineering expense incurred by the State subsequent to the date on which your work under the contract was to have been completed; particularly the $145.38 which was for the services of Richard Hawes in the month of December, 1956.

Charge for the services of Mr. Hawes was made under the provision of Article 1.8.6 of the Standard Specifications, which provision is a part of the contract and reads as follows:

> "When an extension of time is granted, it shall be with the understanding that the contractor will reimburse the State for the engineering work incurred in connection with the work during the period of the extension ... ".

The work performed by Mr. Hawes was engineering work incurred in connection with the work during the period of the extension. The fact that it was also work which, as you say, "was the responsibility of the contractor", only increases its legitimacy as a charge against you.

The total of $272.76 as the charge for a time limit over-run of three months is, as you must be aware, little more than a nominal charge and could well be much greater.

In view of the foregoing, we consider the charging of Mr. Hames' time to be entirely in accord with the provisions of the contract and entirely equitable. We must therefore deny your request for its elimination.

The pay voucher and final estimate as originally submitted are being returned to you herewith.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Tom Edwards
S. H. Probert
C. H. Maisen

SHP:ia

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1957

SUBJECT: Nelson-Benson Creek Section
Engineering Charges Against
Contractor - Review
Contract No. 4713

To: Mr. L. E. Young
Ass't Construction Engineer
Office

As instructed, we have reviewed the engineering charges made against the contractor on the Nelson-Benson Creek Aerial Survey for the period from November 30, 1956 to February 27, 1957 (the time from the supposed end of the contract to the final completion of the contract).

As originally submitted from the field office the charges for engineering services performed for the contractor, at his request, were as listed on the "Statement of Items Chargeable to Contractor", a total of $223.73. Other engineering charges against the contract were:

Richard Hawes	10 days at $24.231	$242.31
Owen C. Turner	10 days at $20.307	203.07
Exchange Time for Turner		102.87
TOTAL		$548.25

These figures were reduced by Office Engineering forces to 6 days for each man and elimination of the exchange time. This brought the new total to $272.76. (Turner was carried at $21.23 per day to agree with February charges - he was at $440 in December, at $460 in February.) The revised total was $496.49 (engineering services plus engineering penalty) which would be less than the $527.19 retained against the contract at that time.

Inasmuch as the Commission ordered a penalty against the contract equal to the engineering charges incurred after the date of expiration, we feel that these charges are just and fair and should not be reduced.

Walter T. Wright
Chief Locating Engineer

By

A. D. Olson
Photogrammetrist

ADO:jc

cc

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1957

SUBJECT: Contract 4713 - final estimate

To: Tom Edwards

Attached herewith, a letter from Henry R. Staats in which he objects to the amount due him on the final estimate. Also attached, original copy of final estimate which he has not signed.

CHMaison
C. H. Maison
Auditor

CHM:cg

attachment

CONSTRUCTION DIVISION
RECEIVED

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CDE

CIVIL ENGINEER

BELMONT 5-6326

HENRY R. STAATS
2626 S. E. ANKENY STREET
PORTLAND 15, OREGON

August 17, 1957

Oregon State Highway Department
Salem, Oregon

Gentlemen:

In reference to Contract 4713, Aerial Photography and Topographic Mapping.

Enclosed is the Final Estimate which I am returning for your reconsideration. In the "Statement of Items Chargeable to the Contractor"you have listed; Richard Hawes, Transitman, 6 days at $24.23 or $145.38. During the period referred to, Mr. Hawes was engaged in reducing field notes and plotting test profiles. This work was the responsibility of the Contractor but your people intimated that the States interest would be better protected if the State did the work. At any rate, I do not feel that this work or cost to the State had anything to do with the completion time and do not think it is a legitimate charge.

Furthermore the wrong party's integrity was questioned as the test profiles were plotted for comparison at an enlarged scale of 100' to 1" instead of the map scale of 200' to 1". This was prejudicial to the Contractor and resulted in some marginal sheets being rejected that would not have been had the specifications been followed. A protest was made but sheets were rejected on the above bases anyway. I venture to say that I would not have gotten far had I plotted for comparison at 400' to 1".

The charges for running test profiles, is I think reasonable and the Division cooperation is appreciated. In fact, this should be an instance were everybody is pleased, I because the cost was less than anticipated and you because you were able to check the accuracy of our maps at our expense.

Very truly yours,

Henry R Staats

Henry R. Staats

Form [illegible]-196—3M—12-52

REGON STATE HIGHWAY DEPARTMEN

Statement of Items Chargeable to Contractor

(To Be Deducted From Contractor's Estimate)

Henry R. Staats
2626 S. E. Ankeny St.,
Portland 15, Oregon

Date May 23, 1957
Contract No. 4713
Prefix 1-1478

Engineering services performed for contractor, at his request, in running test profiles on the Nelson-Benson Creek Aerial Photography and Topographic Mapping Project.

February, 1957:

M. W. Burch, Transitman	2 days	at $22.15	$44.30	
L. H. Lynch, Head Chainman	1 day	at 15.78	15.78	
E. Swiger, Chainman	3 days	at 15.78	47.34	
O. C. Turner, Transitman	3 days	at 21.23	63.69	
E. Y. Welch, Head Chainman	3 days	at 17.54	52.62	
Subtotal, Engineering Services				$223.73

Engineering costs chargeable to contractor due to his failure to complete project within time specified.

December, 1956:

Richard Hawes, Transitman	6 days	at $24.23	$145.38	
Owen C. Turner, Transitman	6 days	at 21.23	127.38	
Subtotal				$272.76
Total Chargeable to Contractor				$496.49

Transfer of Charges

	Prefix	Function No.	Amount
Charge	1-1478	202	496.49
Credit	1-1478	900	496.49

(For Use of Salem Office Only)

Approved:

D. W. Parker
Resident Engineer
4567.

Approved:

L. H. Y
er

RECEIVED
JUN 6 1957
FOR FILING

[illegible]

713

June 5, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4713 for work performed on the Nelson-Benson Creek Section of the Old Oregon Trail Highway in Baker County was completed by the contractor, Henry R. Staats, on Feb. 27, 1957 and was formally accepted by the Highway Commission on April 19, 1957.

Final payment in the amount of $30.70 will be released to the contractor on or after June 15, 1957. The total contract amount is $17,076.59, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

RECEIVED
JUN 6 1957
FOR FILING
[illegible]

4713

June 5, 1957

Western Mapping Co.
1536 S. E. 11th Avenue
Portland 14, Oregon

Attention: Mr. Leonard H. Delano
President

Gentlemen:

This is in reply to your letter of June 1 concerning the status of contract No. 4713 awarded to Henry R. Staats for aerial photography and mapping on the Nelson-Benson Creek Section of the Old Oregon Trail in Baker County. Final payment has not yet been made as we understand that final computations have not been completed in the Salem Office.

It is our understanding that there was very little if any change in the square mileage from the amount originally estimated. However, if you wish to verify this matter we are sure that Mr. Staats will allow you to see his copies of the estimates.

The project was completed February 27, 1957 and was accepted by the Highway Commission on April 19, 1957. Engineering costs are to be assessed after November 30, 1956 but the amount of these costs is not yet accurately determined.

If you wish to file a claim against this contract, please let us know and we will advise you further.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

P.S. Final payment is being released to the contractor on or after 6-15-57

Western Mapping Co.
1536 N.E. 11th Ave.
Portland 14, Oregon
June 1, 1957

Mr. H. B. Glaisyer
Oregon State Highway Dept.
Salem, Oregon

Attn Auditing Dept.

Sir:

We would appreciate your advisement at your earliest convenience on aerial survey contract OHN 4713, Nelson to Benson Creek and status of payments on it. If final payment has not been made, could you advise what is reason for delay?

Harry R. Staats, Portland, was prime contractor. We were interested as associates in this project in the compilation and drafting.

Was there an adjustment on the square mileage from the previous estimated amount? If there are any penalties or charges, what are they and what for?

Your kind advisement will help our bookkeping on this project. Thank you.

Very truly yours,

WESTERN MAPPING CO.
By Leonard H. Delano
President

REFERRED TO
[illegible]
BY SECRETARY
[illegible]

RECEIVED
JUN [illegible] 1957

A

RECEIVED
APR 23 1957
FOR FILING
1-1428
4713

April 23, 1957

Mr. Henry R. Staats
2626 S. E. Ankeny St.
Portland 15, Oregon

Dear Sir:

The State Highway Commission at its meeting held on April 19, 1957 had under discussion your request for an extension of time from Nov. 30, 1956 to Feb. 27, 1957 within which to complete your contract No. 4713, for the Nelson-Benson Creek Section of the Old Oregon Trail Highway in Baker County.

We are pleased to inform you that the Highway Commission granted your request. However, engineering costs are to be assessed after November 30, 1956. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em

cc: A. F. Parson
Division Engineer

Kevin Laughlin
Box 787
Baker, Oregon

Tom Edwards
Construction Engineer

RECEIVED
APR 18 1957
FOR FILING

4/1

April 17, 1957

Oregon State Highway Commission

Request for extension of time
No. 3
April 19, 1957 meeting

Gentlemen:

The contractor on the [illegible] Creek aerial photography and topographic mapping project, Henry [illegible], has requested a time extension from November 30, 1956 to February 27, 1957. He gives his reason in the following statement: "Due to inclement weather it was impossible to finish by the specified date."

Field investigation reveals the following facts:

The weather from June 4, 1956 (date of award of contract) until November 30, 1957 was excellent for this type of work. Therefore, it can only be assumed that the contractor did not prosecute the job as vigorously as he should have to complete within the specified time; in fact, the reports reveal that such was the case.

The amount of money involved in this contract (No. 4713) was approximately $80,000. The State was put to approximately $1,100 additional engineering expense due to the delays in completion of the work. Furthermore, the State suffered considerable inconvenience by failure of the contractor to complete the project on time, as the information was needed in connection with the interstate route study.

It is, therefore, my recommendation that the time extension as requested be granted and that the contractor be assessed engineering penalties after November 30, 1957.

This is not a fixed and liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

FC:me fn

FORM S-30X 37½ 8-54 73730

1-1478

4713

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 25, 1957

SUBJECT: Time Extentions

To:

E. A. Pease

A warrant is being held in our safe pending receipts of time extension as listed below.

Contractor	Contract No.	Estimate No.	Amt.
Henry R. Staats	4713	6	$2,763.36

✓

J. G. Herr

J. G. Herr

cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
MAR 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1957
FOR FILING

L-1475

4713

March 12, 1957

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Henry R. Staats a portion of the funds heretofore retained by the Commission on contract No. 4713, for aerial photography and topographic mapping on the Nelson-Benson Creek Section of the Old Oregon Trail Highway in Baker County.

This payment in the amount of $2,763.36 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $527.19. The present payment will be released on or after March 22, 1957.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—6-56

"FINAL"

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 1, 1957

Section Nelson - Benson Creek	Kind of work Aerial Potog. & Topog. Mapping
Highway Old Oregon Trail	Section prefix 1-1478
Contractor Henry R. Staats	Contract number 4713
Date of contract June 4, 1956	Date of completion November 30, 1956
Date work started July 12, 1956	Estimated date of completion February 27, 1957
Project authorization $23,501.25 Exclusive of Engineering $21,830.05	Per cent of time elapsed Over %

Estimated cost of completed project, exclusive of engineering $17,573.08

Estimated per cent ~~overrun or~~ underrun 18 %

Per cent of contract completed, based on total contract price 91 %

Engineering authorization $1,671.20

Engineering cost to date $4450.56, 266 %

Date project was completed FEB. 27, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor has made what changes were noted and delivered the completed Maps to Salem. All of the sheets have been checked by either one or two Test Profiles and have been found satisfactory.

The Semi- final estimate, notes and records were submitted today. (Mar. 1)

Noted
M. N. Juve

CONSTRUCTION DIVISION
RECEIVED
1957

NOTED-- WB

NOTED
C. E. PAULSEN

Signed Kevin Laughlin
Kevin Laughlin, Resident Engineer

Address Rand Building, Baker Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86683

	XXXXXXX	XXXXXXX	~~MATERIALS~~	OIL AND ~~BITUMINOUS~~ MACADAM	~~PAVING~~
Miles in project	Aerial Potog.	Sets contact Prints	Sets index Maps	Sq. Miles Mapping	Monuments
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	All spec.	3	3	17	70
Total quantities corrected to date	All Spec.	3	3	15.83	52
Estimated quantities moved or placed to date	100%	3	3	15.83	52
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Rain		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

NOTED
C. E. PAULSEN

RECEIVED
JUN 26 1956
FOR FILING

June 26, 1956

Mr. Henry R. Staats
2626 S. E. Ankeny St.
Portland 15, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4713, which was awarded to you by the State Highway Commission on June 4, for aerial photography and topographic mapping on the Nelson-Benson Creek Section of the Old Oregon Trail in Baker County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 6 - 1956
FOR FILING

1-1478

4713

June 5, 1956

Mr. Henry R. Staats
2626 S. E. Ankeny St.
Portland, Oregon

Dear Sir:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4713 for the Nelson-Benson Creek Aerial Photography and Topographic Mapping project near Huntington in Baker County.

This award was based on your bid of $17,890, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[redacted]
cc: Forrest Cooper
S. H. Probert
E. G. Savage, SIAC

RECEIVED
JUN 6 - 1956
FOR FILING

1-1478

4713

June 5, 1956

Mr. Henry R. Staats
2626 S. E. Ankeny St.
Portland, Oregon

Dear Sir:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4713 for the Nelson-Benson Creek Aerial Photography and Topographic Mapping project near Huntington in Baker County.

This award was based on your bid of $17,890, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Forrest Cooper
S. H. Probert
E. G. Savage, SIAC

4-8311 Elsie-Sunset Camp Rock Production Project 1956
4714

RECEIVED
1957
FOR FILING
4-8-11

OREGON STATE HIGHWAY DEPARTMENT

(date)
January 31, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4714	5-Final	Vanaken Sand & Gravel Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2107	H-172444	$ 2,081.56	1/31/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: to Nov. 1, 1956

Completion Date: Nov. 1, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-1-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 1 1957

Ruth Rawlings

RECEIVED
DEC 28 1956
FOR FILING

4-8311

4714

December 27, 1956

Vanaken Sand & Gravel Co.
P. O. Box 247
Forest Grove, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from September 30, 1956 to November 30, 1956 within which to complete your contract No. 4714, for rock production on the Elsie-Sunset Camp Section of the Sunset Highway in four counties.

We are pleased to inform you that the State Highway Commission granted your request to and including November 1, 1956, the actual completion date of the contract. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

William A. Maltby,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
JAN 18 1957
FOR FILING
4-8311

4714

January 18, 1957

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4714 for rock production on the Elsie-Sunset Camp Section of the Sunset Highway in Clatsop, Washington, Tillamook and Columbia Counties was completed by the contractor, Vanaken Sand & Gravel Co., on November 1, 1956 and was formally accepted by the Highway Commission on December 17, 1956.

Final payment in the amount of $2,081.56 will be released to the contractor on or after January 28, 1957. The total contract amount is $69,385.21 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Aetna Casualty & Surety Co.
Lester Hughes, Agent
South 6th & Main St.
Forrest Grove, Oregon

NOTED ON CARD
gl

RECEIVED
DEC 3 1956
FOR FILING
4-8311

4714

December 3, 1956

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Vanaken Sand & Gravel Co. in connection with contract No. 4714, for rock production on the Elsie-Sunset Camp Section of the Sunset Highway in Clatsop, Washington, Tillamook and Columbia Counties. This payment in the amount of $8,836.60 will be released to the contractor on or after December 13, 1956. The retained percentage is $2,081.56.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: The Aetna Casualty & Surety Co.
Lester Hughes, Agent
South 6th & Main St.
Forrest Grove, Oregon

NOTED ON CARD

Form E-1—1034—1-36

GON STATE HIGHWAY DEPART T

Field Engineer's Weekly Report

4-8311 FINAL

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 17, 19 56

Section Elsie-Sunset Camp
Kind of work Rock Production
Highway Sunset
Section prefix 4-8311
Contractor Vanaken Sand & Gravel Co
Contract number 4714
Date of contract June 4, 19 56
Date of completion Sept 30, 19 56
Date work started [illegible] 30, 19 [illegible]
Estimated date of completion Fri Nov. 10, 19 56
Project authorization $ 71,518.75
Exclusive of Engineering $ ~~66~~ 66451.55
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $ 67385.21
Estimated per cent overrun or underrun None %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 5067.20
Engineering cost to date $ 5087.20, 100 %
Date project was completed Nov. 10, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed final records this week.

NOTED

Noted
M. N. Juve

NOTED
D. J. [illegible]

NOTED
L. H. Young

NOTED
FORREST COOPER

RECEIVED
NOV 19 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed Carl A Peterson
Address Banks Box 86

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 23073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			Rock Production		
Miles partially completed			—		
Miles completed			—		
Total estimated quantities (contract)			22,800		
Total quantities corrected to date			23106		
Estimated quantities moved or placed to date			23106		
Average daily quantities			—		
Average daily quantities necessary to complete project on time			—		
Number shifts per day			—		
Hours per shift			—		
Average force on project for week			—		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 16 1956
~~FOR FILING~~
4-X311
4714

November 15, 1956

Oregon State Highway Commission

Request for an extension of time
No. 2
December 17 and 18 meeting

Gentlemen:

Herewith is a request from the Vanaken Sand and Gravel Company for an extension of time on the Elsie-Sunset Camp Section, Contract No. 4714, from September 30, 1956 to November 30, 1956.

The contractor would have completed this project on time had we not requested him to produce additional material for use on an adjacent contract. His producing this material resulted in a material saving for the department. He actually completed the project on November 1, 1956, and I recommend that the extension be granted, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

A

RECEIVED
OCT 29 1956
FOR FILING

4-8311

4714

Salem, Oregon
October 28, 1956

Quartz Creek-Rock Creek
climbing lane project

Mr. A. G. Skelton
Division Engineer
Portland, Oregon

Prefix 4-1075 is being set-up in advance for the Quartz Creek-Rock Creek climbing lane project scheduled for the 1957 State Construction Budget.

We understand you want this prefix in order to transfer rock that is now being produced under contract 4714 to the Quartz Creek-Rock Creek climbing lane project on which it is to be used.

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JAH:lmr

4-8311 FORM [illegible]

4714

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1956

SUBJECT: Elsie-Sunset Camp
Sunset Highway
Contract No. 4714

To:
~~Mr. A. G. Skelton~~
~~Division Engineer~~
~~State Highway Department~~
~~Portland, Oregon~~

Reference is made to Laboratory Reports No. 405404 and 405405, dated October 17, 1956 showing that the 2"-0 crushed rock being produced by Vanakan Sand & Gravel Company is unsuitable because of high percentage of plastic fines indicated by excess plasticity index of 1 percent and excess liquid limit of 1 and 2 percent.

This Quartz Creek rock quarry is high in fines, either due to excessive stripping or dirty seams in the rock.

Will you please instruct the resident engineer to have the contractor so adjust his quarry and plant operations that suitable crushed rock is produced.

Also, please have the resident engineer resubmit samples of improved aggregates so marked that it is clear they represent corrected 2"-0 crushed rock.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: Forrest Cooper ✓
Ray Webber

NOTED
FORREST COOPER

RECEIVED
OCT 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1956
FOR FILING

311

4714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1956

SUBJECT: Elsie-Sunset Camp
Sunset Highway
Contract No. 4714

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Reference is made to Laboratory Report No. 403392, dated September 28, 1956 showing an approximate 20 percent deficiency of material retained on the ¼-inch screen. On September 18th, a letter covered this same deficiency, requesting a resampling of the pits. It is assumed that this is the resampling requested.

Please instruct the resident engineer that this material is not acceptable and that the contractor should either;

(a) add material to this stockpile that will correct this deficiency, or

(b) produce 850 cubic yards of satisfactory 3/4"-1/4" crushed rock.

Also, please have the resident engineer resubmit samples of such resultant aggregate that he believes will satisfy the specifications for the 3/4"-1/4" crushed rock required.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:ef

cc to: Ferrest Cooper ✓
Ray Webber

RECEIVED
OCT 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 24 1956
FOR FILING

4-S311

4714

September 24, 1956

Mr. Robert B. Shafler
County Engineer
Clatsop County
Astoria, Oregon

Dear Sir:

This is in reply to your letter of September 11, requesting permission to obtain 1,000 cubic yards of rock from our Quartz Creek quarry located on the northerly side of and adjacent to the highway at M.P. 24.6. I wish to advise that you may have the 1,000 cubic yards of rock from the quarry, but you will have to make your own arrangements with the Vanaken Sand and Gravel Company for the processing of this rock.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. J. D. Walker

LHY:jc fn

Note to Mr. Cooper: The Vanaken Sand and Gravel Company are presently set up at this quarry on a rock production job on the Elsie-Sunset Camp Section, Contract No. 4714. There is a big supply of rock in this quarry and it is felt that this 1,000 cubic yards can well be spared to the County.

FORM E-30X—30M—11-55—00226

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 19, 1956

SUBJECT: Request of Clatsop County to Purchase Material from Quartz Creek Quarry

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

I am forwarding herewith letter dated September 11, 1956 from Robert B. Shefler, County Engineer of Clatsop County. He has requested permission to secure approximately 1000 cubic yards of oil rock from Vanaken's Sunset Highway Rock Production Project. Vanaken is set up at our Quartz Creek Quarry, and we have more than ample material available for both our requirements and the county's. I would recommend approval of this request, based on the county making suitable arrangements with our contractor.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: C. A. Peterson

RECEIVED
SEP 2 1956
OFFICE OF
CONSTRUCTION ENGINEER

[illegible]

Clatsop County

[illegible]

ASTORIA, OREGON

September 11, . 56

Mr. J. D. Walker, Division Engr.,
Oregon State Highway Dept.,
Salem, Oregon.

Dear Sir:-

The County Court has instructed me to request permission for the County to purchase approximately [illegible] of crushed oil rock from your contractor [illegible] who is now set up and operating at the Quartz Creek quarry on Highway 26 east of Elsie.

The County's requirements for oil rock in this area are very small and it is believed that this will probably be our only opportunity to secure this rock for some time to come.

Very truly yours,

Robt B. Shafer
County Engr.

RECEIVED
SEP [illegible] 1956
FOR FILING

FORM E-30X—30M—11-55—90226

4-1311

4714

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1956

SUBJECT: Elsie - Sunset Camp Unit
Sunset Highway
Contract No. 4714

To: Mr. A. O. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to Laboratory Report No. 401785 dated September 14, 1956 showing a deficiency of approximately 20 percent of material retained on the ½" screen for the 3/4"-¼" crushed rock taken from the stockpile being placed at M.P. 24.6 on the Sunset Highway.

Will you please instruct the resident engineer to resample the stockpile of 3/4"-¼" crushed aggregate for the oiling and resubmit samples from this stockpile, which are thought to be more representative of the material, to the laboratory. It is suggested that the method of sampling outlined in the attached memorandum be followed in resampling the stockpile. If the aggregate is being produced at the plant it is suggested that the samples be taken from the final belt of the crusher plant.

Also will you please have the resident engineer so mark the samples of improved aggregate that it is clear they represent corrected aggregate.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY-WCH:jc

cc Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

RECEIVED
SEP 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1956

[illegible]
FOR FILING

4-1311

4714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7th, 1956

SUBJECT: Elsie-Sunset Camp
Sunset Highway
Contract No. 4714

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to Laboratory Report No. 400662, dated September 6th, 1956, showing an excess of 6 percent of material passing the ¼-inch screen for the ½"-¼" crushed rock being produced at the Quartz Creek quarry. The gradation is too fine, having no retention on the ½-inch screen and 21 percent passing the ¼-inch screen.

It is noted that sample was taken from the bunkers. This is a difficult place at which to obtain a representative sample of aggregate. Every effort should be made to take the sample close to the final belt where the segregation of the material is a minimum. A discussion of this problem is attached for the attention of the resident engineer and his inspector.

Will you please instruct the resident engineer to have his inspector obtain as representative a sample as possible, and where necessary have the contractor adjust his plant operation so that suitable aggregate will be produced.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY/WCH:AR
Enc.

cc to: Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

RECEIVED
SEP 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1956
FOR FILING

4- [illegible]
4714

June 26, 1956

Vanaken Sand & Gravel Co.
P. O. Box 247
Forest Grove, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4714, which was awarded to you by the State Highway Commission on June 4, for rock production on the Elsie-Sunset Camp Section of the Sunset Highway in Clatsop, Washington, Tillamook and Columbia Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 6 - 1956
FOR FILING

4-Y-11

4714

June 5, 1956

Vanaken Sand and Gravel Co.
P. O. Box 247
Forest Grove, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4714 for the Elsie-Sunset Camp Rock Production Project on the Sunset Highway, easterly of Elsie, in Clatsop and three other counties.

This award was based on your bid of $63,590, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

106-4221 Approach Replacement Powers 1956
Bridge
4715

RECEIVED
JUL 2 1957

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

106-4221

4715 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WI[redacted]
STATE HIGHWAY ENGINEER
FORREST [redacted]
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

July 1, 1957

Tom Lillebo Construction Co.
Reedsport
Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 27 and 28, 1957 had under discussion your request for an extension of time from April 30, 1957 to May 17, 1957 within which to complete your contract No. 4715, for approach replacements on the Powers Bridge over So. Fork Coquille River Section of the Powers Highway in Coos County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: P. M. Stephenson
F. D. Morgan
E. E. Ash

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 24, 1957

[illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4715	10-Final	Tom Lillebo Assign: Tom Lillebo Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14191	H-184201	$ 3,132.98	6/24/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1956

Time Extensions: Apr. 30, 1957 and May 17, 1957

Completion Date: May 17, 1957

Date Accepted: June 27, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: July 1, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 9 1957

Ruth Rawlings

NOTED ON CARD
im

RECEIVED
JUN 25 1957
FOR FILING

4715

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 24, 1957

SUBJECT:

To:

C. A. Gardner

We are holding in our safe a warrant for Tom Lillebo Construction Co. Contract 4715 Estimate # 10-Final for the sum of $3,132.98 pending a time extension.

Ledgers Supervisor

cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
[illegible] 1957
OFFICE OF
[illegible] ENGINEER

RECEIVED
JUN 19 1957
FOR FILING

[illegible]
4715

June [illegible], 1957

Request for Extension of Time
No. 4
June 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Powers Bridge Approach Replacement
in Coos County
Contract No. 4715

[illegible], contractor on the Powers Bridge Approach Replacement to the Powers Secondary Highway in Coos County, has requested a second extension of time from April [illegible], 1957 to May 17, 1957, the date of completion of the contract.

Inclement weather delayed the finishing of concrete surfaces on this contract. The public was not inconvenienced by the delay in the completion of the work.

It is recommended that this second extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

This contract does not carry the liquidated damage provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS/mm
Attached

RECEIVED
JUN 14 1957
FOR FILING

4715

June 14, 1957

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4715 for approach replacement on the Powers Bridge over So. Fork Coquille River Section on the Powers Highway in Coos County was completed by the contractor, Tom Lillebo, on May 17, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $3,132.98 will be released to the contractor, Tom Lillebo, assigned to Tom Lillebo Construction Company, after acceptance by the Commission. The total contract amount is $86,993.07, of which amount $256.78 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

cm

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco, Calif.

FILED ON CARD

RECEIVED
MAY 29 1957
FOR [illegible]

[illegible]

4715

FORM E-30X 87½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 28, 1957

SUBJECT:

To:

C. A. Gardner

We are holding a warrant in our safe pending the receiving of a time extension.

Tom Lillebo Construction Co. Cont. 4715 Est. 9 S. F.
Amount $8,136.58.

Ledgers Supervisor

cc? Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
MAY 28 1957
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
MAY 23 1957
FOR FILING

1-4-11

4715

May 22, 1957

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Tom Lillebo, assigned to Tom Lillebo Construction Company, a Corporation, in connection with Contract No. 4715, for approach replacement on Powers Bridge over So. Fork Coquille River Section on the Powers Highway in Coos County. This payment, in the amount of $8,136.58, will be released to the contractor on or after June 1, 1957. The retained percentage is $2,593.61.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
MAR 12 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

106-4221

— 4715

March 11, 1957

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission on March 1,1957 had under discussion your request for an extension of time from December 31, 1956 to April 30, 1957 within which to complete your contract No. 4715, covering the Powers Bridge Approach Replacement on the Powers Highway in Coos County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

E. H. Ash,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 13 1957
FOR FILING

H 6-4321

4715

February 6, 1957

Request for extension of time
No. 8
February 28 and March 1 meeting

Oregon State Highway Commission

Gentlemen:

Re: Powers Bridge Approach Replacement
Contract No. 4715

Tom Lillebo, contractor on the Powers Bridge Approach Replacement on the Powers Secondary Highway in Coos County, has requested an extension of time from December 31, 1956, to April 30, 1957, in which to complete the project.

The contractor was told to delay the removal of the old approaches until all materials for the reconstruction were on hand. Also, at the request of several log hauling contractors, he delayed the removal of the old approaches until the busy log hauling season was practically over.

As the State will not incur any additional engineering expense on account of this delay and as the delay benefited the local log hauling contractors and the local community, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

FMB/mn
Attached

Note: This contract does not carry the liquidated damage provision.

RECEIVED
JUN 26 1956
FOR FILING

June 26, 1956

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4715, which was awarded to you by the State Highway Commission on June 4, for approach replacement on the Powers Bridge over South Fork of the Coquille River in Coos County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 6 - 1956
FOR FILING

[illegible] 4221

4715

June 6, 1956

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4715 for replacing the existing approaches to the Powers Bridge over the South Fork of the Coquille River near Powers, in Coos County.

This award was based on your bid of $89,243.60, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

S-216 (5) South Unit, Kellogg Bridge 1956

4716

A

RECEIVED
JUL 23 1956
FOR FILING

[illegible]

4716

Salem, Oregon
July 18, 1956

C. W. Enfield
Chief Counsel

Attention: R. L. May

Two items appeared on the agenda at the July 12 meeting concerning the cancellation of contract awards -- one was agenda item 4c involving Angell Bros who were awarded Contract No. 4704 for embankment repair of the Milo-Corn Creek Section of the Tiller-Trail Highway, Douglas County, and the other was a delegation that appeared before the Commission at 10:30 a. m. on July 13th. In this instance J. Ira McNutt Construction Company refused to accept the award of Contract 4716, grading and paving the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway, Douglas County.

Angell Bros. previously had submitted their check in the amount of $338.30 representing 5% of their bid deposit. J. Ira McNutt Construction Company requested release from payment of the proposal obligation. The Commission approved release of both contracts but required each to pay the amount of their bid bond.

Since returning to Salem I have received a check from the McNutt Construction Company, so both contractors now have fulfilled their obligation in that regard.

You stated that you wanted to prepare the minute entries covering both of these items. This note is a reminder to do so. I would appreciate receiving the entries as soon as possible because one of the items appears early in the meeting and I would like to have the entry so I can proceed with the preparation of the minutes without delay.

Thanks a lot.

H. B. Glaisyer
Secretary

HBG:pp:jmc

file

RECEIVED
JUL 17 1956
FOR FILING

S-216 (F)

#716

July 16, 1956

J. Ira McNutt Construction Co.
P. O. Box 296
Springfield, Oregon

Attention: Mr. Theo H. Schaefer

Gentlemen:

This is to acknowledge and to thank you for your check No. 430, dated July 13, 1956, in the sum of $11,962.40. The check is made payable to the order of the Oregon State Highway Commission and represents five percent (5%) of the amount of your proposal submitted on June 4, 1956 for construction of the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: United Pacific Insurance Co.
402 Lewis Building
Portland 4, Oregon

C. H. Maison

check #430 for 11,962.40
received and sent to
acctg Div. 7-17-56

REFERRED TO
BY SECRETARY

a

PO Box 296
Springfield, Oregon
July 13, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Enclosed is our check in the amount of $11,962.40, which amount represents 5% of $239,248.00, the total amount of our bid on the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County, on which bids were opened June 4, 1956.

We will appreciate your writing us acknowledging receipt of this payment and sending a copy of your letter to our surety, United Pacific Insurance Company, 402 Lewis Building, Portland 4, Oregon.

Yours very truly

J. IRA McNUTT CONSTRUCTION COMPANY

By

RECEIVED
JUL 16 1956
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

file

RECEIVED
AUG 21 1956
~~FOR FILING~~
[illegible]

STATE HIGHWAY COMMISSION MEETING

Delegation 4716 J. Ira McNutt Constr. Co. re refusal to accept award of Contract 4716

Date July 13, 1956

Time 10:30 a.m.

Name	City or Town	Capacity
Theo Schaeffer (spokesman)	Eugene	Partner, J. Ira McNutt Constr.
Lyle Jacobsen	"	Supt., son-in-law of McNutt
A. G. Mansfield	Portland	Representing United Pacific Co. (surety co.)

Form E-1—10M—1-36

5-21 (5)

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 22, 1956

Section South Unit, Kellogg Br.-Yellowcreek

Kind of work Grading and Paving

Highway Elkton-Sutherlin

Section prefix 110-1022

Contractor J. Ira McNutt

Contract number 4716

Date of contract June 4, 1956

Date of completion July 31, 1957

Date work started , 19

Estimated date of completion July 31, 1957

Project authorization $272,950.88

Exclusive of Engineering $253,541.04

Per cent of time elapsed 4.3 %

Estimated cost of completed project, exclusive of engineering $253,541.04

Estimated per cent overrun or underrun . . . . 0 %

Per cent of contract completed, based on total contract price . . . . 0 %

Engineering authorization $19,409.84

Engineering cost to date $ 1696.77, 8.74 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Word was received on Wednesday of this week that the contractor had defaulted in his obligations.

The engineering money spent represents all the charges against the job at this time.

If the ~~contractmx~~ prefix is changed a transfer of charges will be originated.

This will be the last weekly report on this project.

NOTED
FORREST COOPER

NOTED
D. H. YOUNG

NOTED
V. D. WOLFE

RECEIVED
JUN 25 1956
OFFICE OF
CONSTR

Signed Gordon L. Spaulding

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.90	1.90			1.90
Miles partially completed	0	0			0
Miles completed	0	0			0
Total estimated quantities (contract)	146,000 CY	22,000 CY			4800 Tons
Total quantities corrected to date	146,000 CY	22,000 CY			4800 Tons
Estimated quantities moved or placed to date	0	0			0
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time					
Number shifts per day	0	0			0
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	rain		
Monday	rain		
Tuesday	cloudy		
Wednesday	rain		
Thursday	fair		
Friday	fair		
Saturday	fair		

June 13, 1956

J. Ira McNutt Construction Company
P. O. Box 296
Springfield, Oregon

Attention: Mr. Theo H. Schaefer

Gentlemen:

This letter is to confirm the appointment that I made for you today to discuss with the State Highway Commission at its next regular meeting your letters of June 12 and 13, 1956 in which you advise that you will not accept the award of Contract No. 4716, awarded to you on June 4, 1956, for grading and paving the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County, and in which you state the reasons why you cannot accept this award.

As stated to you in my office, the next regular meeting of the Commission is scheduled to be held in Portland on Thursday and Friday, July 12 and 13. Delegations will be heard on the second day, Friday, July 13th, on which day I have reserved for your convenience fifteen minutes of time, starting at 10:30 a.m. This meeting of the Highway Commission will be held as usual in the Queens Room in the basement of the Imperial Hotel.

By this letter I wish also to acknowledge the return of the three copies of the contract form for this project that were sent to you on June 11 to execute and furnish the performance bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Mansfield and Company
302 Lewis Building
Portland 4, Oregon

Commissioners
R. H. Baldock
C. W. Enfield

J. IRA (JACK) McNUTT
RES. PHONE 6-1930

THEO H. (BUCK) SCHAEFER
RES. PHONE 5-1463

J. IRA McNUTT CONSTRUCTION COMPANY
827 NORTH MILL STREET — P. O. BOX 296
Phone 6-1608
SPRINGFIELD, OREGON

June 13, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract 4716, awarded June 4, 1956, covering grading and paving on South Unit, Kellogg Bridge-Yellow Creek Section of Elkton-Sutherlin Highway, Douglas County

With reference to our letter to you of June 12, 1956, this is to advise that we will not accept the award of the above referred contract, nor do we desire to enter into the referred contract. We are so notifying the Commission so that they may readvertise for this work if they so desire.

Yours very truly,

J. IRA McNUTT CONSTRUCTION COMPANY

Theo H Schaefer

By Theo H. Schaefer

RECEIVED
JUN 13 1956
OREGON
STATE HIGHWAY COMMISSION

J. IRA (JACK) McNUTT
RES: PHONE [illegible]1930

THEO H. (BUCK) SCHAEFER
RES. PHONE 5-1463

J. IRA McNUTT CONSTRUCTION COMPANY
827 NORTH MILL STREET — P. O. BOX 296
Phone 6-1608
SPRINGFIELD, OREGON

agenda [illegible]
7/13

AGENDA
JUL 13 1956
D

June 12, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Re: Contract 4716, awarded June 4, 1956, covering grading and paving on South Unit, Kellogg Bridge--Yellow Creek Section of Elkton-Sutherlin Highway, Douglas County.

The writer understands that bid has been awarded to J. Ira McNutt Construction Company on the above work. Mr. J. Ira McNutt, with whom the writer has been associated both as an employee and as a partner for in excess of 32 years, sustained a serious stroke on May 29, 1956. Notwithstanding the fact that this was a considerable shock, the writer undertook to look over the specifications and submit a bid on the above entitled job, within two days thereafter, on May 31, 1956. The writer was too emotionally upset to go into an undertaking of this kind at the time and subsequent investigation has so indicated in that the bid submitted was too low to enable carrying out the work without cash loss even though no equipment rental was taken into consideration. Now that the temporarily unstable situation has ironed itself out and operations are moving forward in a more orderly manner, it is obvious that in the circumstances adequate attention was not given to preparation of the bid. Naturally it was not the intention of the writer to prepare a bid in an irresponsible manner. In fact, for the first time during the writer's memory, the cost of drilling and shooting was left out of the computations. Mr. McNutt is on the way to recovery but is still unable to work full time. We should very much appreciate an opportunity to discuss this matter with the Commissioners or their representative to the end we may be relieved of the necessity of entering into a contract on the basis of an unsound bid.

Very truly yours,

J. IRA MCNUTT CONSTRUCTION COMPANY

Theo H. Schaefer
By Theo H. Schaefer

JULY 13, 1956
10:30 A.M

RECEIVED
JUN 13 1956
OREGON
STATE HIGHWAY COMMISSION

D

RECEIVED
JUN 6 - 1956
FOR FILING

S-216(1)

4716

June 6, 1956

J. Ira McNutt Construction Co.
P. O. Box 296
Springfield, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4716 for grading and paving the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County.

This award was based on your bid of $239,248, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

FORM E-123 90M REVISED 2-53

RECEIVED
JUL 18 1956
FOR FILING

5-216 (5)

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 13, 1956

J. Ira McNutt Construction Company
P. O. Box 296
Springfield, Oregon

Attention: Mr. Theo H. Schaefer

REFERRED TO
July Com. meeting
By State Highway Engineer

Gentlemen:

This letter is to confirm the appointment that I made for you today to discuss with the State Highway Commission at its next regular meeting your letters of June 12 and 13, 1956 in which you advise that you will not accept the award of Contract No. 4716, awarded to you on June 4, 1956, for grading and paving the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County, and in which you state the reasons why you cannot accept this award.

As stated to you in my office, the next regular meeting of the Commission is scheduled to be held in Portland on Thursday and Friday, July 12 and 13. Delegations will be heard on the second day, Friday, July 13th, on which day I have reserved for your convenience fifteen minutes of time, starting at 10:30 a.m. This meeting of the Highway Commission will be held as usual in the Queens Room in the basement of the Imperial Hotel.

By this letter I wish also to acknowledge the return of the three copies of the contract form for this project that were sent to you on June 11 to execute and furnish the performance bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Mansfield and Company
302 Lewis Building
Portland 4, Oregon

Commissioners
R. H. Baldock ✓
C. W. Enfield

RECEIVED
JUN 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

J. IRA (JACK) McNUTT
RES. PHONE 6-1930

THEO H. (BUCK) SCHAEFER
RES. PHONE 5-1463

J. IRA McNUTT CONSTRUCTION COMPANY
827 NORTH MILL STREET — P. O. BOX 296
Phone 6-1606
SPRINGFIELD, OREGON

June 12, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Re: Contract 4716, awarded June 4, 1956, covering grading and paving on South Unit, Kellogg Bridge--Yellow Creek Section of Elkton-Sutherlin Highway, Douglas County. .

The writer understands that bid has been awarded to J. Ira McNutt Construction Company on the above work. Mr. J. Ira McNutt, with whom the writer has been associated both as an employee and as a partner for in excess of 32 years, sustained a serious stroke on May 29, 1956. Notwithstanding the fact that this was a considerable shock, the writer undertook to look over the specifications and submit a bid on the above entitled job, within two days thereafter, on May 31, 1956. The writer was too emotionally upset to go into an undertaking of this kind at the time and subsequent investigation has so indicated in that the bid submitted was too low to enable carrying out the work without cash loss even though no equipment rental was taken into consideration. Now that the temporarily unstable situation has ironed itself out and operations are moving forward in a more orderly manner, it is obvious that in the circumstances adequate attention was not given to preparation of the bid. Naturally it was not the intention of the writer to prepare a bid in an irresponsible manner. In fact, for the first time during the writer's memory, the cost of drilling and shooting was left out of the computations. Mr. McNutt is on the way to recovery but is still unable to work full time. We should very much appreciate an opportunity to discuss this matter with the Commissioners or their representative to the end we may be relieved of the necessity of entering into a contract on the basis of an unsound bid.

Very truly yours,

J. IRA McNUTT CONSTRUCTION COMPANY

By Theo H. Schaefer

RECEIVED
JUN 13 1956
OREGON
STATE HIGHWAY COMMISSION

J. IRA (JACK) McNUTT
RES. PHONE 6-1930

THEO H. (BUCK) SCHAEFER
RES. PHONE 6-1463

J. IRA McNUTT CONSTRUCTION COMPANY
827 NORTH MILL STREET — P. O. BOX 296
Phone 6-1608
SPRINGFIELD, OREGON

June 13, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract 4716, awarded June 4, 1956, covering grading and paving on South Unit, Kellogg Bridge-Yellow Creek Section of Elkton-Sutherlin Highway, Douglas County

With reference to our letter to you of June 12, 1956, this is to advise that we will not accept the award of the above referred contract, nor do we desire to enter into the referred contract. We are so notifying the Commission so that they may readvertise for this work if they so desire.

Yours very truly,

J. IRA McNUTT CONSTRUCTION COMPANY

By Theo H. Schaefer

RECEIVED
JUN 13 1956
OREGON
STATE HIGHWAY COMMISSION

R

RECEIVED
MAR 30 1956
FOR FILING

S-216/5

4 11

March 28, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Secondary Highway Program, it is our desire to construct the South Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway.

The program data for this project is as follows:

Item No.	396
County	Douglas
Project No.	S-216(5)
Federal Route No.	232
State Route No.	SS-231
Termini	1.9 miles north to the north end of Project S-216(2).
Construction Cost:	
Total Cost	$258,000
Federal Funds	155,000
State Funds	103,000
Other Funds	- -
Project Totals:	
Total Cost	$258,000
Federal Funds	155,000
Length	1.90 miles
Character of Proposed Work:	Grade and Drain. 2-lane high type pavement.

Traffic figures for the project are as follows:

1955 ADT	450
Per cent Commercial	15%
1975 ADT	900
Per cent Commercial	15%
30th Peak Hour	135

This project is a continuation of the modernization of the Elkton-Sutherlin Highway. From its south end to Sutherlin the highway has been improved previously under Projects Nos. S-216(2), S-216(3) and S-216(4).

The proposed work is to grade and drain on improved grade and alignment and construct an asphaltic concrete pavement 20 feet in width with 4 feet shoulders.

The project has been selected by the Highway Commission and the appropriate county officials in cooperation with each other as required by the Federal-aid Act.

If possible, we would like to have this project cleared for advertising on April 10.

Very truly yours,

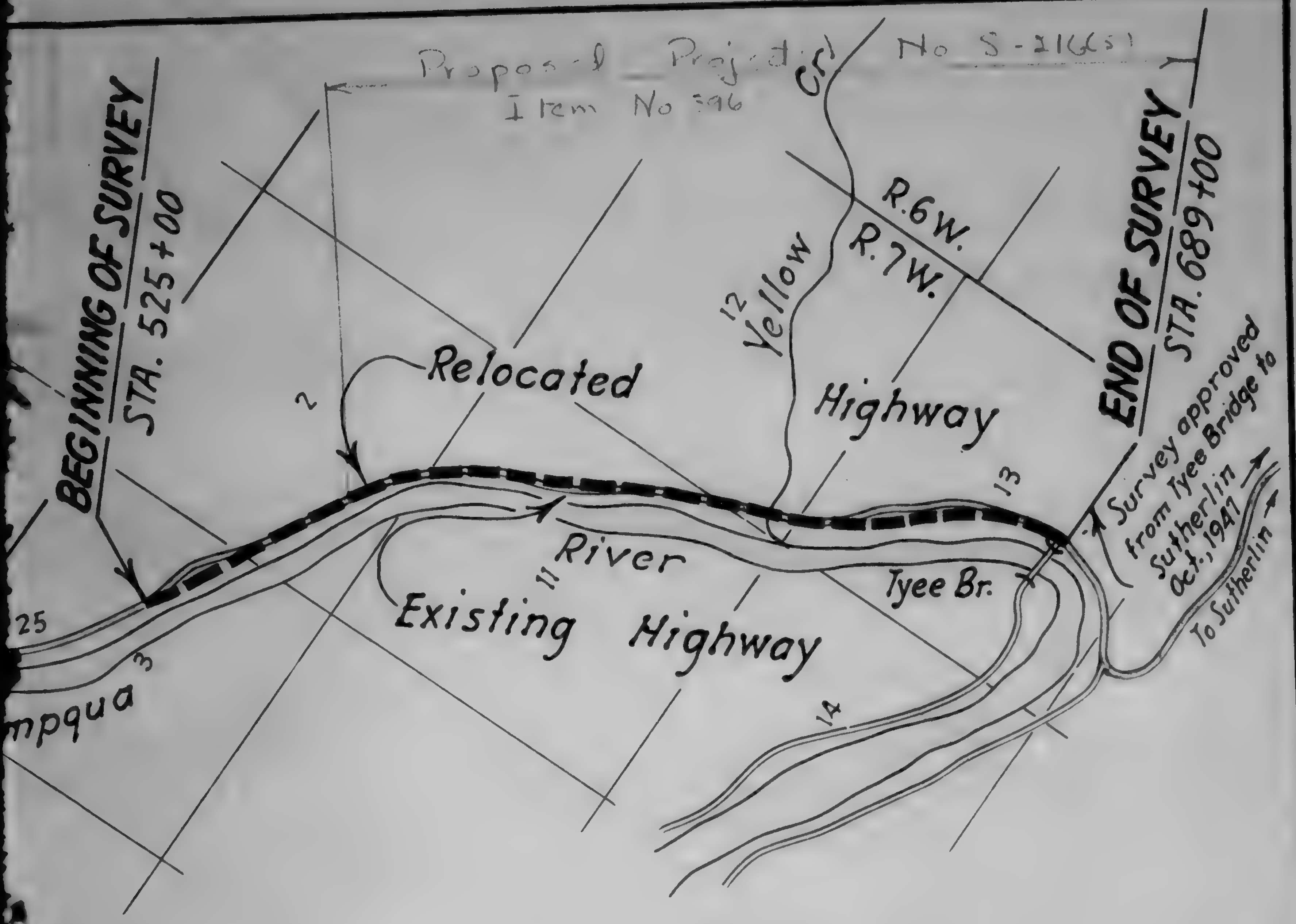
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

1K-5-870



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

S. UNIT, KELLOGG BR.-TYEE BR. SECTION

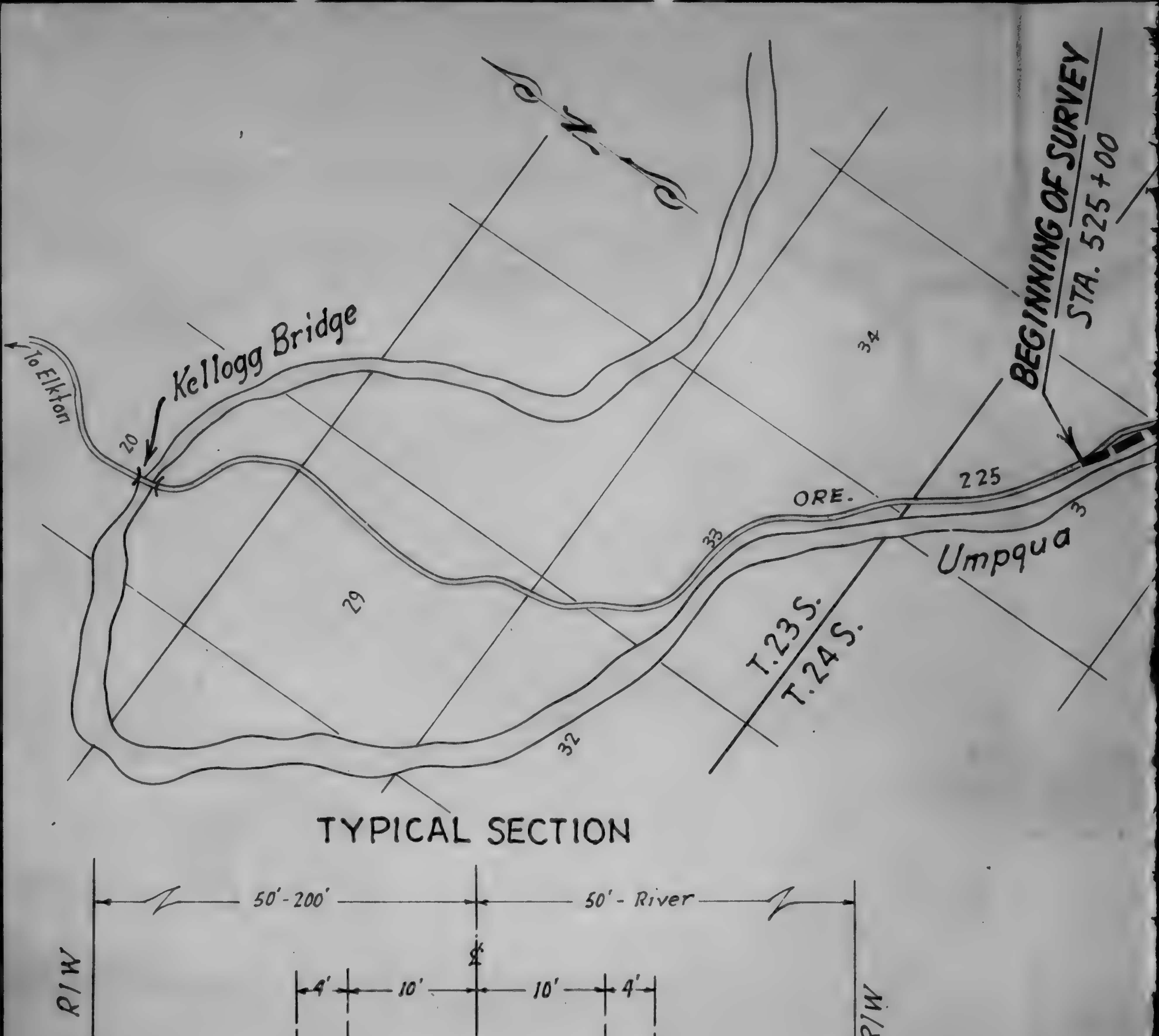
ELKTON - SUTHERLIN HIGHWAY

DOUGLAS COUNTY

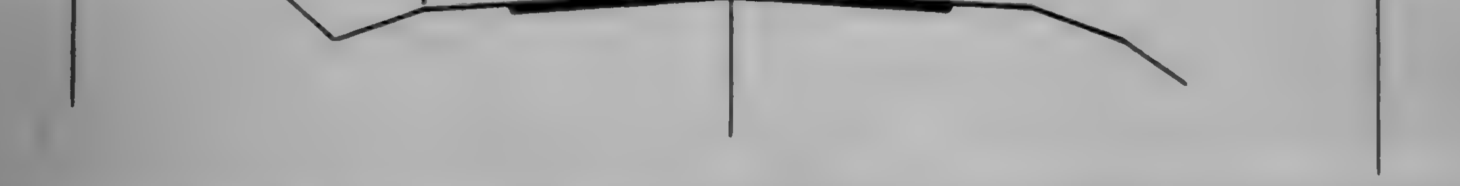
Scale: 2" = 1 Mi. April, 1956

DRG. NO. 1R-5-870

Note: For details see Drg. No. 8B-1-10, April, 1956



TYPICAL SECTION



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MAR 5 - 1956
FOR FILING

2-1-56

LOCATION PROSPECTUS FOR THE NORTH UNIT, KELLOGG BRIDGE-YELLOW CREEK SECTION, ELKTON SUTHERLIN HIGHWAY, DOUGLAS COUNTY

5-216 (5)

176

The following prospectus is submitted to cover the North Unit of the Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Secondary Highway in Douglas County. The northerly end of the project is Mile Point 8.4, said mile point being approximately 0.5 mile southerly of the old Kellogg Post Office. The southerly end of the project is Mile Point 12.4, said mile point being approximately 0.9 mile southerly of Deep Gulch Creek. The overall length of the project is approximately 4 miles.

One mile of the survey is to be a complete relocation, the remaining 3 miles to be a widening and alignment improvement project on the existing highway. Beginning at a northerly end of this project, Mile Point 8.4, the proposed alignment runs in a general southeasterly direction over a summit; thence back to the existing route approximately at Mile Point 9.6; thence generally along the existing highway to Mile Point 10.3, said mile point being the northerly end of the South Unit, Kellogg Bridge-Yellow Creek. Line retracement will be required from Mile Point 10.3 to Mile Point 12.43. Mile Point 12.43 is northerly terminal point of a proposed construction project, being submitted as the South Unit, Kellogg Bridge-Yellow Creek. There are no towns located between the terminal points of this project.

The general route was laid by F. D. Morgan. No reconnaissance type survey has been run on this project. Soils investigation has been made on the southerly portion and routine soils work will be done on the area not yet investigated. No soils or drainage difficulties are anticipated. No need for an economic analysis is anticipated.

The 1955 ADT is 200, the projected 1975 ADT is 400. The section warranted by the traffic is a Class "D"-70 with maximum 4 degrees curvature and sub-standard maximum 6% grade. The cross-section will be as follows: Two 10-foot running lanes with 4-foot shoulder areas. There is to be no climbing lane and no consideration for eventual 4 laning of this section. The tentative base design is 11½ inches of base plus 3½ inches of asphaltic concrete for a total surfacing depth of 15 inches, reinforced by 18 inches of sandstone material.No comparison of rise and fall or total central angle is available at this time.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated. The deviation is the above mentioned variation from 5% to 6% maximum grade.

This is to be an expressway facility with limited "at grade" connections. There are no railroad crossings involved in this section. Replacement of the bridge at Deep Gulch Creek, Mile Point 11.48, will require approximately 100 feet of structure. This is the only stream that requires bridging.

Investigation to find a suitable source of material will be required. The nearest known source is southerly at Tyee Bridge. Said source has been designated for use in the construction of the South Unit of this project.

NOTED
State Highway Engineer

3-1-56

An agreement with the county, concerning the disposition of the portion of the existing highway being relocated, will be necessary.

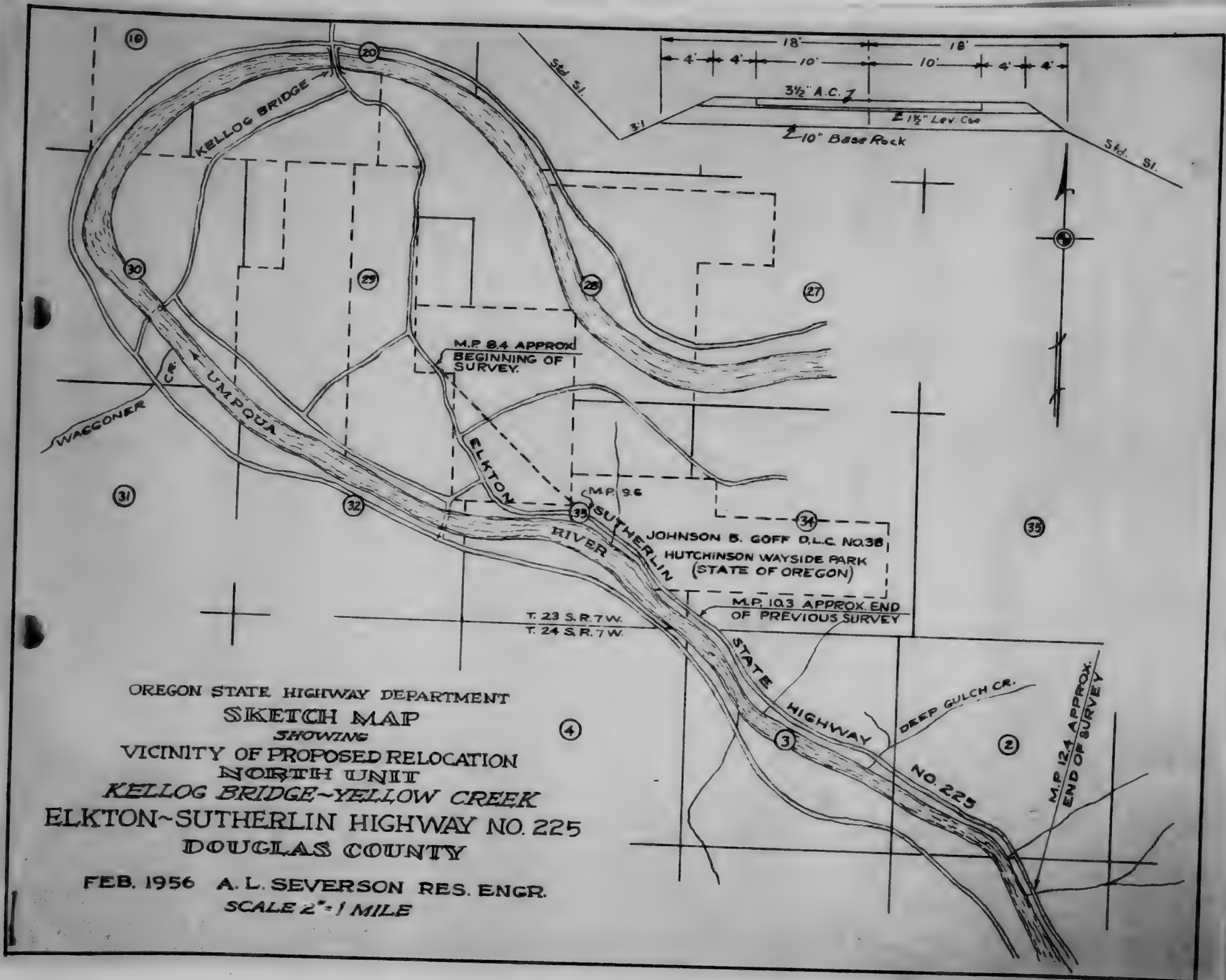
The J. R. Hutchinson Park, Drawing No. 1R-1-194, lies easterly of the proposed relocation. Adequate access to this park will be provided in the plans.

March 1, 1956

Attach.

cc - Mr. R. H. Baldock ✓
Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. L. Severson
Mr. F. B. Crandall
Mr. J. W. Cattrall
Mr. C. H. Armstrong
Mr. R. L. Porter
Mr. Ray Webber
Mr. P. M. Stephenson
Mr. Frank Hall

[illegible] 1956
OFFICE OF
[illegible] ENGINEER



OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

SHOWING

VICINITY OF PROPOSED RELOCATION

NORTH UNIT

KELLOG BRIDGE~YELLOW CREEK

ELKTON~SUTHERLIN HIGHWAY NO. 225

DOUGLAS COUNTY

FEB. 1956 A. L. SEVERSON RES. ENGR.

SCALE 2" = 1 MILE

13-1034 Juniper Ridge-Wagontire Sec. 1956

4717

RECEIVED

Juniper Ridge-Wagontire
Contract No. 4717

FINAL COST ANALYSIS

March 19, 1957
Lakeview-Burns Highway
Prefix: 13-1034

Stone Base and Oiling
Babler Bros., Inc., Contractor
Alvin Wallace, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Cinders in Bottom Course	26,807	Cu. Yds.	$ 1.60	$ 1.329	$ 35,627.90	$ 42,891.20
*3/4"-0 Cinders in Base	6,746	Cu. Yds.	2.50	2.46	16,602.55	16,865.00
Sprinkling	1,637	M/Gals.	4.00	4.06	6,659.14	6,548.00
Prep. of Base	7.64	Miles	200.00	150.74	1,151.66	1,528.00
*3/4"-0 Cinders in Base Course	1,020	Cu. Yds.	3.00	3.03	3,093.83	3,060.00
*Furn. & Place Aggregates	4,472	Cu. Yds.	3.25	2.46	11,035.44	14,534.00
RC-3 Asphalt	138.83	Tons	50.00	45.40	6,303.39	6,941.50
150-200 Asphalt	346.71	Tons	49.00	42.65	14,787.32	16,988.79
RS-1 Asphalt	91.7	Tons	50.00	45.10	4,135.29	4,585.00
*3/4"-½" Cr. Cinders in Stockpile	1,271.6	Cu. Yds.	2.10	2.25	2,861.10	2,670.36
*½"-¼" Cr. Cinders in Stockpile	2,731.98	Cu. Yds.	2.10	2.25	6,146.95	5,737.16
*¼"-#10 Cr. Cinders in Stockpile	1,568.25	Cu. Yds.	2.10	2.25	3,528.56	3,293.33
Force Account (State's Share in Flagging)					694.46	694.46
					$112,627.59	$126,336.80

*Work Done All or In Part by Jed Wilson

	Gross Revenue	Total Cost	Profit	Loss	% Profit	% Loss
Babler Bros, Inc.	$ 98,220.45	$ 82,706.71	$15,513.74		15.7%	
Jed Wilson & Son	28,116.35	29,920.88		$1,804.53		6.4%
	$126,336.80	$112,627.59	$13,709.21		10.8%	

DETAIL OF COST

Babler Bros., Inc.

Labor:						
Labor and Supervision					$17,501.84	
Labor Insurance					1,159.71	
Health and Welfare					497.21	
						$19,158.76
Materials:						
RC-3 Asphalt	138.83	Tons	At	$27.25	$ 3,783.12	
Freight on RC-3	138.83	Tons	"	12.47	1,731.32	
150-200 Asphalt	346.71	Tons	"	24.50	8,494.43	
Freight on 150-200	346.71	Tons	"	12.65	4,385.84	
RS-1 Asphalt	91.7	Tons	"	26.99	2,475.88	
Freight on RS-1	91.7	Tons	"	12.43	1,140.25	
						$22,010.84
Equipment Rentals and Misc. Supplies:						
Equipment Rentals (Owned)					$ 6,571.02	
Hired Trucks (Without Operators)					23,607.68	
Gas, Oil, and Grease					7,498.50	
Freight and Cartage					928.65	
Bond					541.31	
Home Office and General Overhead					2,389.95	
						$41,537.11
TOTAL COST						$82,706.71

DETAIL OF COST

Jed Wilson and Son

Labor:		
Labor and Supervision	$7,355.26	
Labor Insurance	764.95	
Health and Welfare	197.05	
		$ 8,317.26
Equipment Rentals and Misc. Supplies:		
Equipment Rentals (Owned)	$5,651.00	
Hired Equipment	5,742.75	
Truck Rental	3,846.43	
Freight and Cartage	3,630.14	
Gas, Oil, and Grease	1,830.35	
Small Tools and Misc. Supplies	248.95	
P. L. & P. D. Insurance	38.96	
Bond	105.44	
Home Office and General Overhead	509.60	
		$21,603.62
TOTAL COST		$29,920.88

BREAKDOWN OF CRUSHING COST

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	17,810	Cu. Yds.	$ 4,146.68	$0.232
Haul to Crusher	17,810	Cu. Yds.	8,168.55	0.458
Crushing	17,810	Cu. Yds.	9,932.22	0.557
Haul and Stockpile at Plant Site	12,241	Cu. Yds.	3,029.38	0.17
			$29,920.88	$1.417

The crusher plant operated 218 hours for an average production of 81.6 cubic yards per working hour.

Remarks:

This was a "State Project", calling for the construction of 7.64 miles of pit run cinders in base, 7.64 miles of Type 0-11 oil mat wearing surface with binder course and approximately 5,000 cubic yards of crushed material in stockpiles. The project was bid June 4, 1956, work started August 6, 1956, and the project was completed September 19, 1956.

On August 11, 1956, Jed Wilson, subcontractor on crushing, started moving in his crusher into cinder pit located 1.8 miles easterly from M.P. 17.55 on the Burns-Lakeview Highway. A D-8 cat and dozer was used in pushing cinders to a 3/4-cubic yard shovel which fed the crushing plant. All 3/4"-0 and oil rock was stockpiled at the plant.

On August 20, 1956 the prime contractor moved in a 3/4-cubic yard shove, a TD-24 cat and dozer, and a 1½-cubic yard Hough loader, and started loading and hauling pit run cinders. All cinders were hauled in hired trucks and handled on the road with blade and grid roller. Two 1,500 gallon distributors, two rollers and blade were used on construction of the 0-11 oil mat wearing surface.

The prime contractor, having good prices on pit run cinders and on asphalt, realized a nice profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

13-1034

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 21, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4717	3-Final	Babler Brothers, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
[illegible] 24827	H-165973	$ 3,738.68	11/21/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: to Sept. 19, 1956

Completion Date: Sept. 19, 1956

Date Accepted: Nov. 8, 1956

Penalties: [illegible] None of record

Claims: A claim is on file against Jed Wilson & Son, subcontracters, in sum of $213.20 by Burns Lumber Co., Inc.

Remarks:

Date: 11-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Ass't. Secretary

NOTED ON CARD

Warrant Mailed: NOV 27 1956

Ruth Rawlings

RECEIVED
NOV 19 1956
FOR FILING

13-1024

4717

November 16, 1956

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 SW Fourth Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4717 for work performed on the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County was completed by the contractor, Babler Bros., Inc., on September 19, 1956, and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $3,788.68 will be released to the contractor on or after November 26, 1956. The total contract amount is $126,336.80, of which amount $694.46 represents force account items.

A claim has been filed against this contract by Burns Lumber Company, Inc., in the amount of $213.20, and concerning which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

Noted on
Card
DC

A

RECEIVED
OCT 26 1956

FOR FILING

12-1037

4717

October 25, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros, Inc., on contract No. 4717, covering Stone Base, Oiling on the Juniper Ridge-Wagontire section of the Lakeview-Burns Highway in Harney County. This payment, in the amount of $71,090.97 will be released to contractor on or after November 5, 1956. The retained percentage is $3,790.15.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By________________________
Floyd Query, Assistant Secretary

rn

NOTED ON CARD
10-25-56

Burns

RECEIVED
OCT 26 1956
FOR FILING

[illegible]

4417 [illegible]

October 23, 1956

Burns Lumber Co., Inc.
Burns, Oregon

Attention: Mr. N. B. McRae

Gentlemen:

We have your letter of October 18 stating that you have a claim against Jed Wilson on Contract No. (4717) for stone base and oiling on the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County. This contract was awarded to Babler Bros., Inc., 4617 S. E. Milwaukie Avenue, Portland, and was completed on September 19, 1956.

The General Casualty Company of America, Board of Trade Building, Portland 4, furnished the bond with this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

The State does not recognize subcontractors but looks to the principal contractor for satisfactory completion of the contract.

If you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Highway Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure in preparing such filing. In the meantime, we will notify the principal contractor and the surety that your claim has been filed with us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

MURL COE
F. W. McRAE

"Everything to Build Anything"

ESTIMATES GLADLY
FURNISHED

Burns Lumber Co., Inc.
Burns, Oregon

10/18/56

Oregon State Highway Dept.
Salem,Ore.

Gentlemen:

We are having trouble collecting our account with Jed Wilson and Son on Contract #4717 Juniper ridge-Wagontire Section of highway 395, in the amount of $213.20. We understand that he had a sub contract with Babler Bros. on this job. Any help that you may give us would be greatly appreciated.

Sincerely,
Burns Lumber Co.

NB McRae

47[illegible]
[illegible]
[illegible]
[illegible]

REFERRED TO
[illegible]
~~BY SECRETARY~~

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[illegible] 2 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
OCT 26 1956

~~FOR FILING~~
13-1034

4717

Lewis

October 23, 1956

General Casualty Company of America
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

A letter has been received from Burns Lumber Co., Inc., dated October 18, stating that Jed Wilson owes them $213.20 in connection with Mr. Wilson's operations on Contract No. 4717 for work on the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County. The principal contractor on this job is Babler Bros., Inc., and it appears that Mr. Wilson was operating as a subcontractor.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
OCT 26 1956

FOR FILING
13-10-34

4717

? Lewis

October 23, 1956

General Casualty Company of America
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

A letter has been received from Burns Lumber Co., Inc., dated October 18, stating that Jed Wilson owes them $213.20 in connection with Mr. Wilson's operations on Contract No. 4717 for work on the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County. The principal contractor on this job is Babler Bros., Inc., and it appears that Mr. Wilson was operating as a subcontractor.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

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OCT 10 1956
FOR FILING

3-R34

4717

October 9, 1956

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from September 15, 1956 to September 30, 1956 within which to complete your contract No. 4717, for stone base and oiling on the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County.

We are pleased to inform you that the State Highway Commission granted you an extension of time to and including September 19 1956, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

Alvin Wallace,
Resident Engineer

Tom Edwards,
Construction Engineer

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OCT 10 1956
FOR FILING
3-1134

4717

October 9, 1956

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from September 15, 1956 to September 30, 1956 within which to complete your contract No. 4717, for stone base and oiling on the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County.

We are pleased to inform you that the State Highway Commission granted you an extension of time to and including September 19, 1956, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

Alvin Wallace,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
SEP 26 1956
FOR FILING
13-1034

4717

September 26, 1956

Request for extension of time
No. 32
September 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Babler Brothers, Inc. for an extension of time on the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway, Contract No. 4717, from September 15, 1956 to September 30, 1956.

The contractor had some difficulty with the crushing operations on this section due to the type of material, but when the material was produced he did an excellent job of the laying of the base, and the oiling of the project was completed on September 19, which is only a 4-day overrun. I recommend the extension, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:of hi

Form E-1—10M—10-55

[illegible]GON STATE HIGHWAY DEPART[illegible]T

13-1034

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 22, 1956

Section Juniper Ridge-Wagontire

Highway Lakeview-Burns

Contractor Babler Bros., Inc.

Date of contract June 4, 1956

Date work started August 6, 1956

Project authorization $138,700.25

Exclusive of Engineering $128,846.41

Kind of work Stone Base and Oiling

Section prefix 13-1034

Contract number 4717

Date of completion September 15, 1956

Estimated date of completion September 19, 1956

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $123,298.00

Estimated per cent ov[illegible] or underrun 11 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $9,863.84

Engineering cost to date $2,830.73, 29 %

Date project was completed SEPT. 19, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished Oiling this project Tuesday Noon and finished blading the shoulders XXXXXXXX Wednesday, should finish cleanup on this project this week.

Field crew of three men working on this project two days this week.

FINAL REPORT THIS PROJECT

NOTED

Noted
M. H. Juve

NOTED
L. H. Young

NOTED
D. J. [illegible]

OFFICE OF
CONSTRU[illegible]

Signed [illegible] J. Wallace

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
V. D. WOLFE

State Printing 89712

	GRADING	SURFACING	MAIN NCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.64		7.64	
Miles partially completed		7.64		7.64	
Miles completed		7.64		7.64	
Total estimated quantities (contract)		34,300	5,000	5450 yd 570 ton	
Total quantities corrected to date		33,553 ~~34,300~~	5,000	4464 yd 577.27 ton	
Estimated quantities moved or placed to date		XX, 33,553	5,000	4464 yd 577.27 ton	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				9	
Average force on project for week				19	

Men 4

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 7

Men and tractors Loader 1

Blades, 2 ; Rollers, 2; Distributor, 2

Equipment used during week: Shovels ...., Power graders 2......, Rollers.....2...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Trucks 7 ...., Loaders 1........, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair	None	
Tuesday	Cloudy	"	
Wednesday	"	"	
Thursday	"	"	
Friday	Fair	"	
Saturday			

4

13-1034.

4717

RECEIVED
SEP 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1956

SUBJECT: Juniper Ridge-Wagontire
Lakeview-Burns
Contract No. 4717

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Reports No. 401880, (3/4"-½"), 401870 & 401875 (½"-¼"), 401876 & 401882 (¼"-#10) showing:

(a) 3.8 percent excess material retained on the 3/4"-screen (3/4"-½"),

(b) 4.3 and 1.4 percent excess retained on the ½-inch screen and 0.6 percent excess passing the ¼-inch screen (½"-¼") and

(c) 6.8 percent excess passing the #10 sieve and 11.0 percent excess retained on the ¼-inch screen (¼"-#10)

for the crushed cinders being produced for oil aggregate. While the coarser sizes are suitable for use, the consistant excess in coarser sizes should be corrected to produce a good oiling aggregate.

The ¼"-#10 crushed cinders show extreme variations, both coarse and fine causing rejection of the material.

Will you please instruct the resident engineer to have the contractor so adjust his plant and pit operations that better graded crushed cinder is produced.

Also, please have the resident engineer resubmit samples to the laboratory confirming the adjustments and so marked that it is clear they represent corrected aggregate.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

NOTED
FORREST COOPER

LHY-WCH:of

cc to: Forrest Cooper
Ray Webber

RECEIVED
SEP 20 1956
FOR FILING

13-1034

4717

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1956

SUBJECT: Juniper Ridge-Wagontire
Lakeview-Burns
Contract No. 4717

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Report No. 401883, dated September 18, 1956 showing an excess of 14.3 percent passing the 3/4-inch screen for the crushed cinders being produced for the oiling aggregate.

It is again suggested that site screening can assist the resident engineer in making his decisions where material of the gradation of that tested is being produced.

Will you please instruct the resident engineer to tighten up the inspection of this phase of the contract.

Also, please have him resubmit samples of improved aggregate so marked that it is clear they represent corrected, crushed cinders.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: Forrest Cooper ✓
Ray Webber

NOTED
FORREST COOPER

RECEIVED
SEP 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 12 1956
FOR FILING

FORM E-30X—50M—11-55—50225

4717

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7th, 1956

SUBJECT: Juniper Ridge-Wagontire
Lakeview-Burns Highway
Contract No. 4717

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Reports Nos. 400242, dated August 31st, 1956, and 400574 and 400576, dated September 6th, 1956, showing for the 3/4"-0 crushed cinders (a) an excess of material retained on the 3/8-inch screen of 11.9, 6.1 and 13.8 respectively, and (b) a deficiency of material passing the ¼-inch screen of 11.4, 5.1 and 3.7 percent respectively.

While there is a good improvement in eliminating the excess fines, there is a very marked erratic record of the larger sizes.

It is suggested that plant screening of the crushed cinders by the inspector would assist the contractor in adjusting his operations to produce acceptable crushed cinders.

Will you please instruct the resident engineer to continue his close inspection and have the contractor make the necessary changes that he can produce 3/4"-0 crushed cinders that can be accepted.

Also, will you please have the resident engineer so mark the samples of improved crushed cinders sent the Salem laboratory for confirmation tests that it is clear they represent corrected material.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY/WCH:AR

cc to: Forrest Cooper ✓
Ray Webber

NOTED
FORREST COOPER

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SEP 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

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FORM E-30X—50M—11-55—[illegible]

13-1034

4717

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1956

SUBJECT: Juniper Ridge-Wagontire
Lakeview-Burns
Contract No. 4717

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Report No. 401883, dated September 18, 1956 showing an excess of 14.3 percent passing the 3/4-inch screen for the crushed cinders being produced for the oiling aggregate.

It is again suggested that site screening can assist the resident engineer in making his decisions where material of the gradation of that tested is being produced.

Will you please instruct the resident engineer to tighten up the inspection of this phase of the contract.

Also, please have him resubmit samples of improved aggregate so marked that it is clear they represent corrected, crushed cinders.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: Forrest Cooper ✓
Ray Webber

NOTED
FORREST COOPER

RECEIVED
SEP 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

a

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SEP 13 1956
FOR FILING

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

4717

Salem, Oregon
September 6, 1956

SUBJECT: Juniper Ridge-Wagontire
Lakeview-Burns Highway
Contract No. 4717

To:

Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 151
Bend, Oregon

Reference is made to Laboratory Reports No. 400238, 400240, 400243 and 400425, dated August 31, showing that the 1¼"-3/4" crushed cinders to be used for the 0-11 oil mat have an excess of material passing the 3/4" screen ranging from 4.1 to 21.4 percent.

It is suggested that site screening can assist the resident engineer in determining these discrepancies at the time of sampling, thus keeping the contractor informed as to the quality of the material being produced.

Will you please instruct the resident engineer to have the contractor so adjust his pit and plant operation that the specified gradation for the 1¼"-3/4" crushed cinders can be met.

Also, please have the resident engineer to mark samples of improved aggregate that it is clear they represent corrected material.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY-WCH:jc

cc Forrest Cooper ✓
Ray Webber

NOTED
FORREST COOPER

RECEIVED
SEP 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1956
FOR FILING

13-1 [illegible]

4717

June 26, 1956

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy each of two contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4707, covering Burns-Crooked Creek-Jordan Valley Section of the I.O.N., Burns-Crane, Crane-Scoots Butte and Jordan Valley Highways in Malheur County.

Contract No. 4717, covering the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUN 6 - 1956
FOR FILING

13-7034

4717

June 6, 1956

Babler Brothers, Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4717 for stone base and oiling on the Juniper Ridge-Wagontire Section of the Lakeview-Burns Highway in Harney County.

This award was based on your bid of $122,948, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 26 1956
FOR FILING

13-1534

4717

April 25, 1956

Oregon State Highway Commission

Gentlemen:

We have a 7.32-mile section of the Lakeview-Burns Highway north of Wagontire where the surfacing has failed completely. The oil surfacing has broken to the extent that we are now attempting to maintain the road with a grader. You may have heard, at the time the Interim Committee passed over this section of road last month, that they found a truck stuck in the middle of the road, buried to the axles.

We could shape this section up and reoil it, but the result would be another failure during the next year's breakup, and I consider it very essential that we improve this seven-mile section during the summer and fall. The estimated cost is $90,000, and I recommend you authorize the repair of this section at this cost, the financing to be from the unallocated highway balance.

There are several other sections on this highway that show considerable failure, but I believe we can patch them out with state forces and probably get by another year or two.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. W. Stiffler
Mr. Forrest Cooper
Mr. C. H. Maison

FORM E-30X 25M 11-50 44708

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

April 20, 1956

SUBJECT: Broken Section of Lakeview-Burns Highway

To: Mr. I. A. DeFrance
Assistant Maintenance Engineer
State Highway Department
Salem, Oregon

Herewith tabulation of mile posts of the worst broken sections on the Lakeview-Burns Highway. No attempt has been made to compile sections that are close together.

19.15 - 19.78=	0.63
19.94 - 20.58=	0.64
20.58 - 20.98=	0.20
20.98 - 21.76=	0.78
21.98 - 22.15=	0.17
22.59 - 22.71=	0.12
22.84 - 22.90=	0.06
23.30 - 23.38=	0.08
23.63 - 23.70=	0.07
23.84 - 24.16=	0.32
24.20 - 24.45=	0.25
24.95 - 26.47=	1.52
28.32 - 28.52=	0.20
63.55 - 64.55=	1.00
Total -	6.04

L. H. WARFIELD
Assistant Division Engineer

LHW:bd

4-26-56

6-4-c

FORM E30—50M—10-54—79488

ORECON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
April 11, 1956

SUBJECT:

To:

Memo to Mr. E. A. Collier

At Baldock's request, I went over the Lakeview-Burns Highway with Dean Swift, on April 6th. The south end was in fair condition with only occasional potholes and a few soft spots. Taylor was patching potholes there. There was a one-half mile section along the north end of Lake Abert, about Milepoint 72, where the grade line was low where there were more potholes, soft spots and alligator. There was a mile of bad breakup north of the Summit, Milepoint 63 to 64. There were intermittent potholes and soft spots from there to Wagontire and several long sections of bad breakup north of Wagontire extending from Milepoint 30 to 18.5 and estimated to aggregate five miles. These five miles and the one mile at Milepoint 63 were badly broken, the oil particularly all gone and Ross was to start blading as soon as he could get a blade.

It was felt that we would patch out all but the six miles, but this appeared too far gone for patching. Swift said cinders were available from a pit two miles off the highway at Milepoint 17 and he estimated $1.50 per cubic yard in place on the five mile section. Twelve inches of cinders, or 6,000 cubic yards per mile, would cost $9,000 plus $4,000 per mile for an 0-9. A gravel pit was available near the Summit, so we estimated the cost as, roughly, six miles at $13,000 per mile, $78,000, plus engineering about $88,000.

I. A. DeFrance
I. A. DeFrance
Assistant Maintenance Engineer

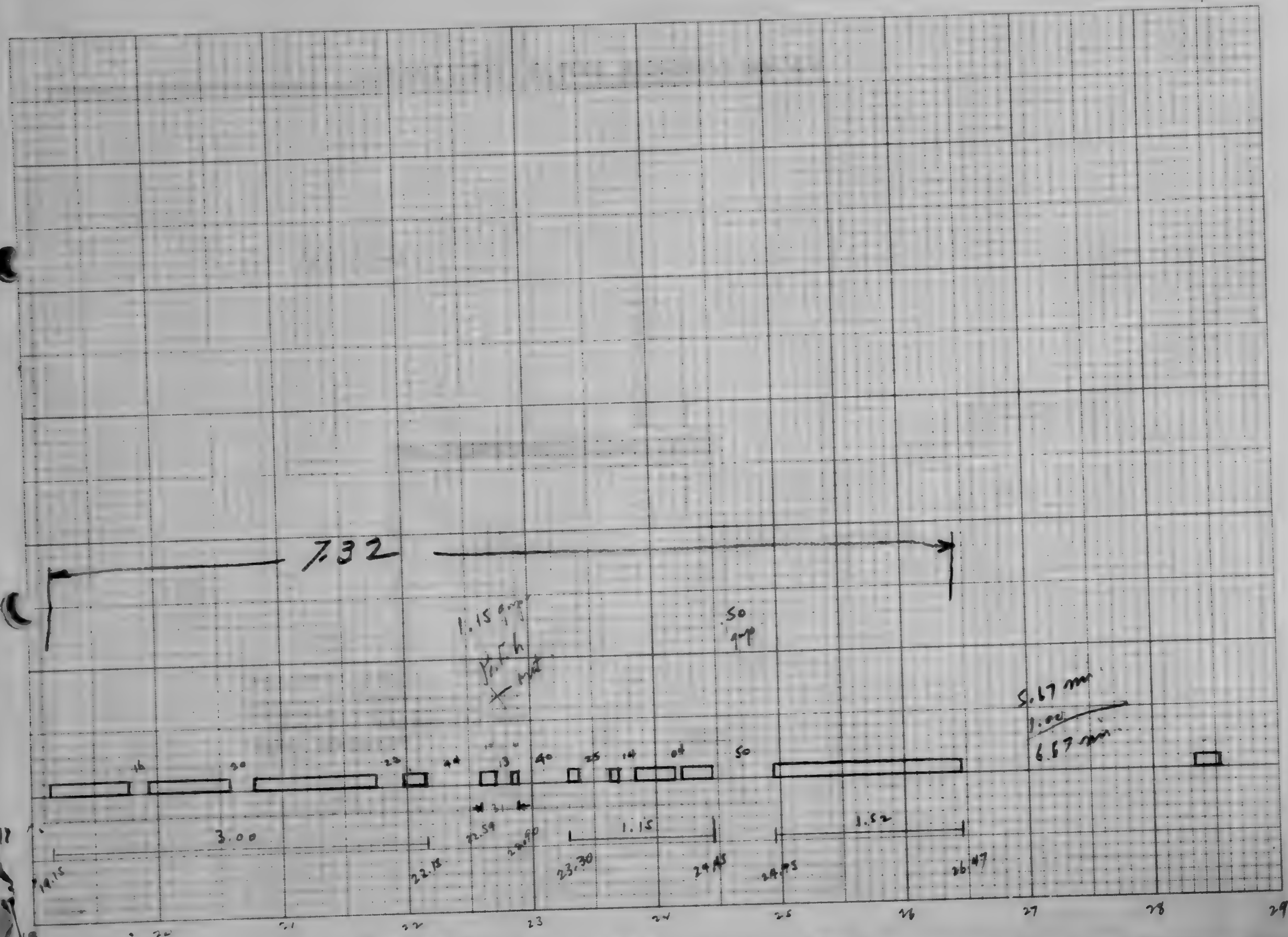
IAD:bt
cc - R. H. Baldock
W. W. Stiffler
Dean Swift

NOTED
FORREST COOPER

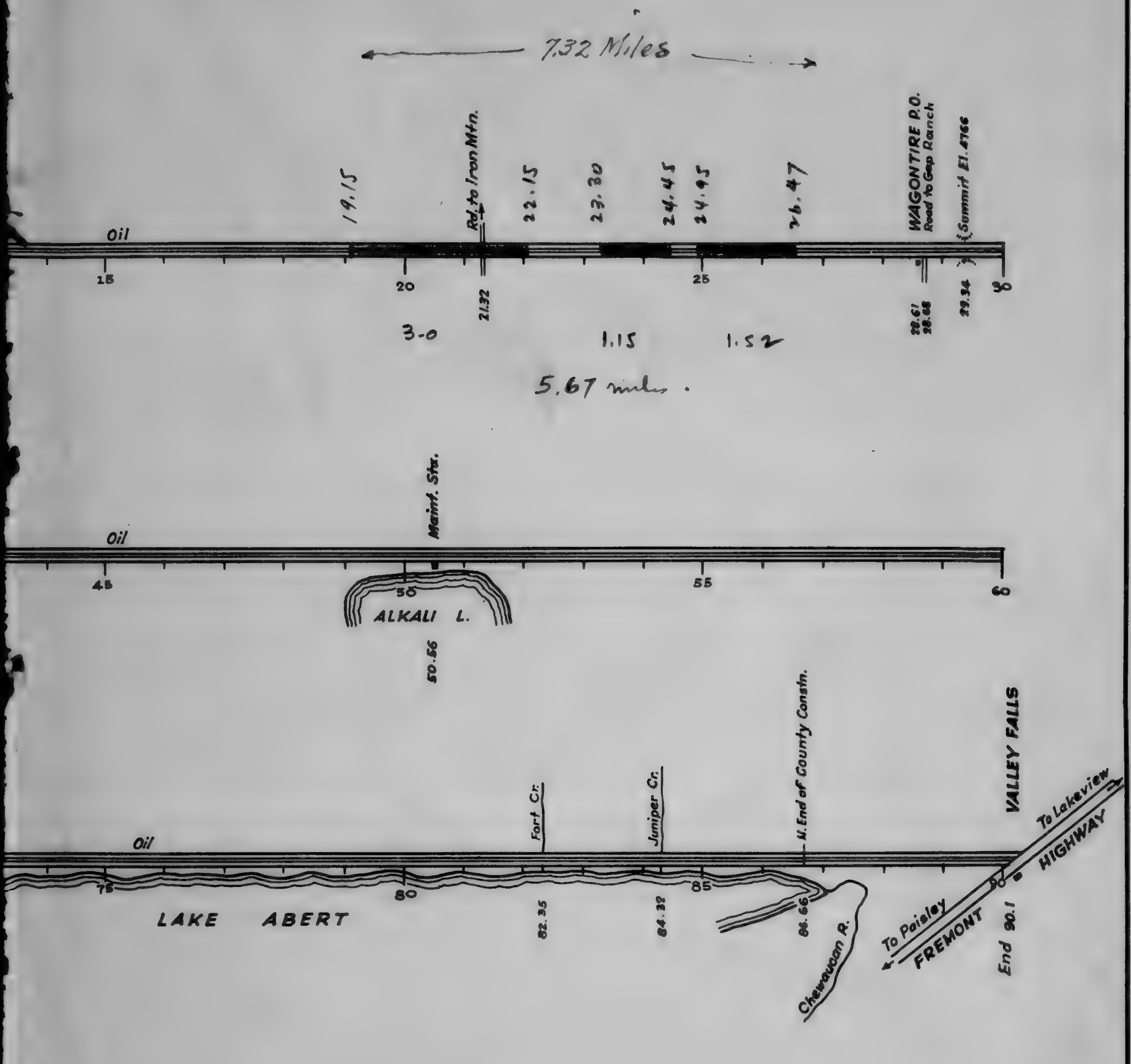
CLEARPRINT PAPER CO. T35 10 X 10 DIVISIONS PER INCH 70 X 100 DIVISIONS

TECHNICHART

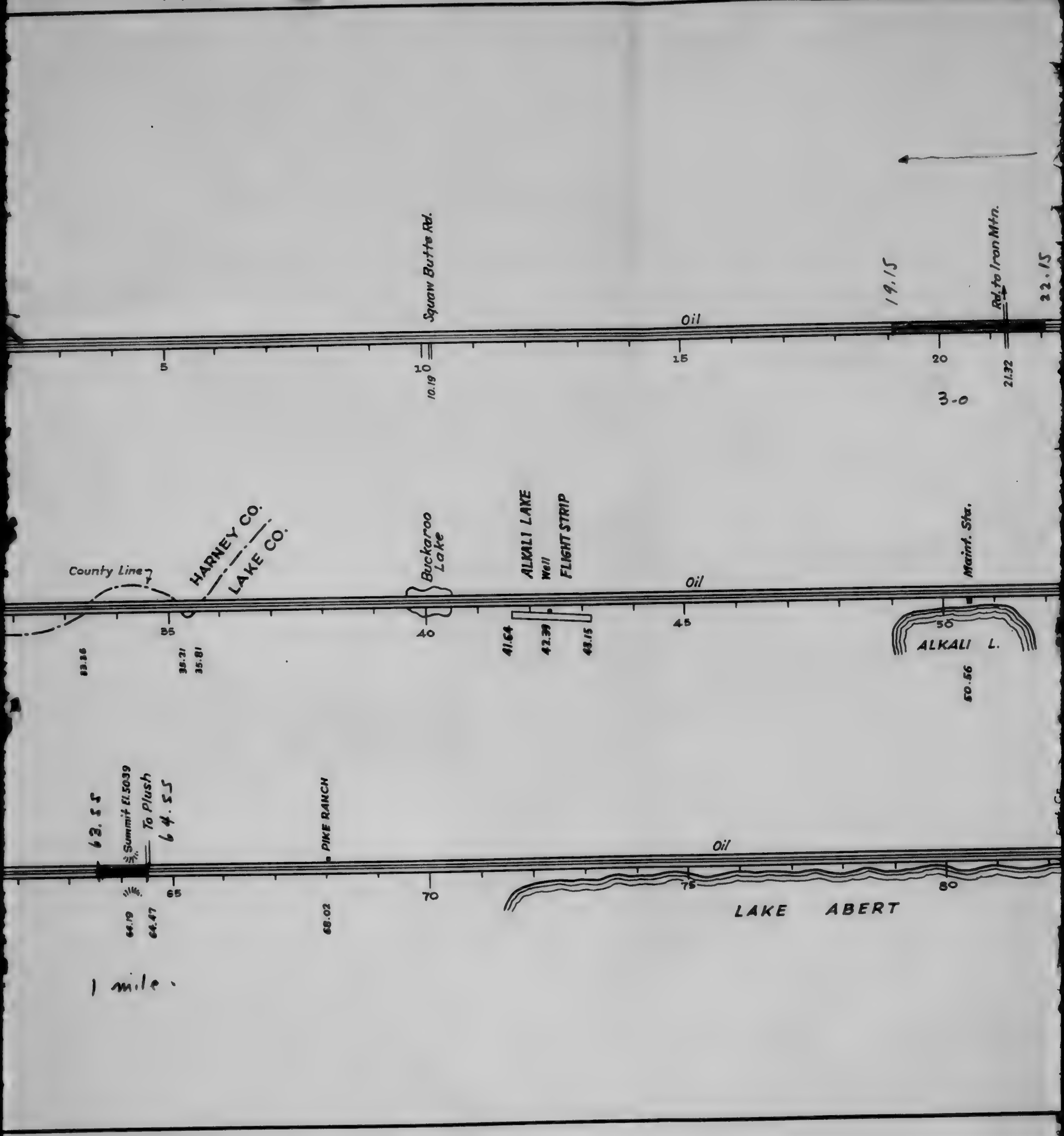
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H

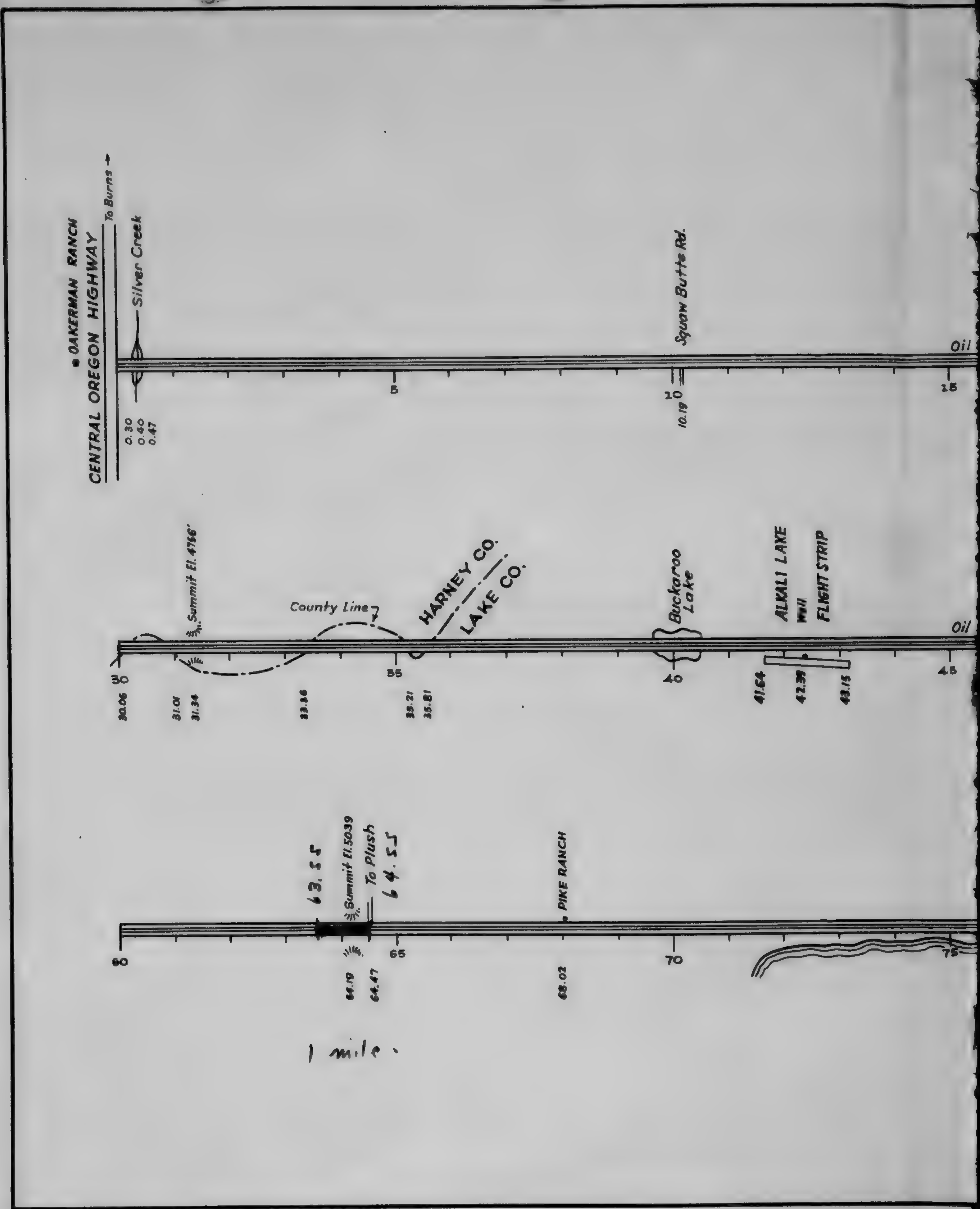


LAKEVIEW - BURNS HIGHWAY No. 49



May, 1933
Rev. May, 1950


Squaw Butte Rd.
Oil
19.15
Rd. to Iron Mtn.
22.15
5
10
10.19
15
20
21.32
3-0
County Line
HARNEY CO.
LAKE CO.
Buckaroo Lake
ALKALI LAKE
Well
FLIGHT STRIP
Oil
Maint. Sta.
35
40
45
50
33.26
35.21
35.81
41.64
42.39
43.15
ALKALI L.
50.56
63.55
Summit El.5039
To Plush
64.55
PIKE RANCH
Oil
65
70
75
80
64.19
64.47
68.02
LAKE ABERT
1 mile.


OAKERMAN RANCH
CENTRAL OREGON HIGHWAY
To Burns →
Silver Creek
0.30
0.40
0.47
5
Squaw Butte Rd.
10
10.19
Oil
15
Summit El. 4756'
County Line
HARNEY CO.
LAKE CO.
Buckaroo Lake
ALKALI LAKE
Well
FLIGHT STRIP
Oil
30
35
40
45
30.06
31.01
31.34
33.36
35.21
35.81
41.64
42.39
43.15
63.55
Summit El. 5039
To Plush
64.55
PIKE RANCH
60
65
70
75
64.19
64.47
68.02
1 mile.

RECEIVED
FEB 7 1955
FOR FILING

13-1034

[illegible]

Salem, Oregon
February 3, 1955

Mr. W. E. Chandler

PLEASE RETURN TO
W. C. WILLIAMS

There has been referred to me your request for transferral of funds set up for oiling in Division No. 4 to a construction project covering an 8.06-mile section of the Lakeview-Burns Highway near Wagontire.

This matter has been thoroughly discussed with Mr. Baldock, and the transfer of such funds is not approved.

We do not deny the desirability of improving the Lakeview-Burns Highway, which should be improved between mile points 18.84 and 30, but this is a construction job that should not be confused with the allocations for stabilizing existing pavements. The entire section should be set up as one project, to be financed with federal-aid funds when such federal-aid funds are available.

As to the cancellation of the J-9 oiling as approved in the 1955 budget, if this oiling is not required it should be cancelled and the funds returned to the general maintenance fund.

NOTED
State Highway Engineer

W. C. Williams

WCW:me

cc Mr. W. W. Stiffler
Mr. H. G. Smith
Mr. E. A. Collier

REFERRED TO
W. C. Williams
By W. W. STIFFLER

I have no objection to the substitution. I [illegible] approval of the Const spec's or details will draft letter to Comm.

ON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1955

SUBJECT: State construction project on Lakeview-Burns Hwy. near Wagontire.

Highway Engineer

[illegible]
WILLIAMS

Mr. Chandler recommends an 8.16 mile State Construction Project for 1955 on the Lakeview-Burns Highway near Wagontire, m.p. 18.84 to 27.0. On this section there are several wet weather lakes which sometimes cover the road and grade should be raised. The surface is too weak and continuous kettle patching and reoiling is required. Mr. Chandler reports surface maintenance cost for past five years totals $89,000 which would figure $2,240 per mile per year which is very high. There is no log haul.

Mr. Chandler plans cinder base and 0-11 surface at cost of $140,000 as per attached estimate. To finance this project, he recommends we transfer funds from 1955 approved projects as follows:

Warner Valley - mile 7 - 16 place 0-9 mat	$29,000	state Const.
Silver Lake-Valley Falls, 17 miles 0-9	54,000	
Klamath Co. Line-Lakeview, oiling 10.3 mi. 0-9	40,000	
Rock Production on Green Springs	30,000	
	$153,000	

Herewith Chandler's estimate and typical cross section and letter dated Jan. 4, 1955. A survey has been made from mile 18.84 to mile 30.

I am willing to concur with Mr. Chandler in this case but do not like this method of getting a project on.

Very truly yours

E. A. Collier

E. A. Collier
Maintenance Engineer

EAC:mr

FORM 230—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1955

SUBJECT: State construction project
on Lakeview-Burns Hwy. near Wagontire.

To:

W. W. Stiffler
Assistant State Highway Engineer
Office

[illegible]
[illegible] C. WILLIAMS

Dear Sir:

Mr. Chandler recommends an 8.16 mile State Construction Project for 1955 on the Lakeview-Burns Highway near Wagontire, m.p. 18.84 to 27.0. On this section there are several wet weather lakes which sometimes cover the road and grade should be raised. The surface is too weak and continuous kettle patching and reoiling is required. Mr. Chandler reports surface maintenance cost for past five years totals $89,000 which would figure $2,240 per mile per year which is very high. There is no log haul.

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Rock Production on Green Springs	30,000	
	$153,000	

Herewith Chandler's estimate and typical cross section and letter dated Jan. 4, 1955. A survey has been made from mile 18.84 to mile 30.

I am willing to concur with Mr. Chandler in this case but do not like this method of getting a project on.

Very truly yours

E. A. Collier
Maintenance Engineer

EAC:mr

JUNIPER RIDGE - WAGONTIRE

Central Oregon Highway

M. P. 18.84 to 27.0

	3½" A.C.Pave	2" A. C. Pave	✓ O-11
Clearing	500.00	500.00	500.00
Excavation 27,000 c.y. @ 0.50	13,500.00	13,500.00	13,500.00
Drainage	1,000.00	1,000.00	1,000.00
Short Overhaul 98,700 c.y. @ .02	1,974.00	1,974.00	1,974.00
Long Overhaul 900 c.y. @ .50	450.00	450.00	450.00
Blade Time -200 hrs. @ 11.00 per hr.	2,200.00	2,200.00	2,200.00
3/4 yd. shovel, 100 hrs. @ 14.00 per hr.	1,400.00	1,400.00	1,400.00
Truck Time -200 hrs. @ 5.25 per hr.	1,050.00	1,050.00	1,050.00
Finish Roadbed - 1.85 Miles @ 300.00 per mi.	555.00	555.00	555.00
Base 27,000 c.y. @ 1.80	48,600.00	48,600.00	48,600.00
Shoulders, 1,000 c.y. @ 2.25	2,250.00	2,250.00	2,250.00
Prime	12,210.00	12,210.00	
A.C. Pavement	128,205.00	73,260.00	
Seal	8,140.00	8,140.00	
0.9 Shoulders	10,580.00	10,580.00	10,580.00
Water 1,000 M-Gal. @ 4.00	4,000.00	4,000.00	4,000.00
Min. Agg. 5,700 c.y. @ 3.00			17,100.00
Asphalt 500 tons @ 40.00			20,000.00
	236,614.00	181,669.00	124,559.00
Engineering -	29,576.75	22,708.63	15,569.88
	$266,190.75	$204,377.63	$140,128.88
Construction Cost M. P. 18.84 to ~~30~~ 27.	$344,520.00		

MONEY CAN BE TRANSFERRED AS FOLLOWS:

~~Hampton - Gap Ranch Shoulder Oiling~~	~~39,000.00~~
Rosa Creek - Blue Creek Oiling	29,000.00
Picture Rock Pass-Kellog Creek Oiling	54,000.00 ✓
Forest Boundary - Lakeview Oiling	40,000.00 ✓
Rock Production Green Sp[illegible]	30,000.00
	~~$192,000.00~~ $153 000

Traffic 1953 - 140 Vehicles.

Maintenance cost 5 years - $89,620, approximately.

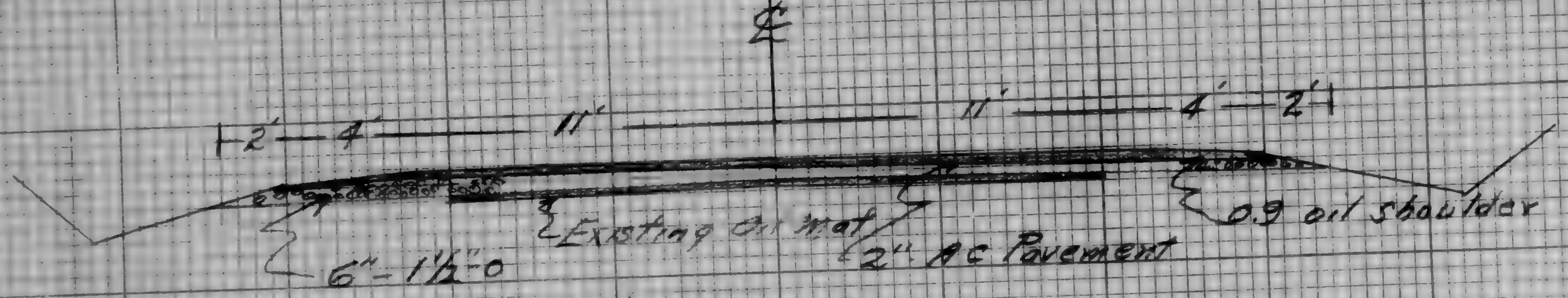
$$\frac{\$89620}{5\text{ years} \times 8\text{ miles}} = \$2,240$$ per mile per year

Juniper Ridge - Wagontire Sec

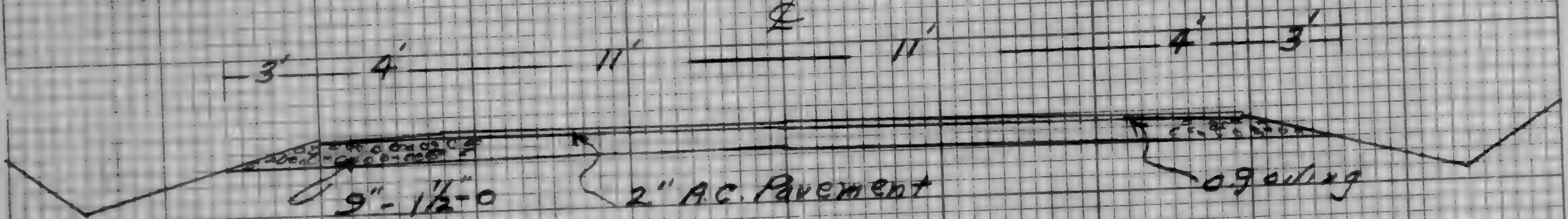
Lakeview - Burns Hwy

8.14 miles

MP 18.86 - MP 27.0



Sta 995 - 1190
1212 - 1270
1318 - 1393
1421 - 1425



Sta 1190 - 1212
1270 - 1318
1393 - 1421

CHARLES BRUNING COMPANY, INC
10 x 10 to the inch.
No. 100-10
PRINTED IN U.S.A.

FORM E-90 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
January 4, 1955

SUBJECT:

To: Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

As per our conversation on the telephone a few days ago, I am sending you herewith:

1: Estimate as requested on Juniper Ridge-Wagontire Section on Highway No. 395, Burns to Lakeview.

2: A map of area and typical cross section.

3: Copy of District Maintenance Superintendent's letter about maintenance costs for the last five years.

Due to light traffic with no log hauling, I strongly recommend the O-11 type, at a cost of approximately $140,000; also, this to be transferred from the $190,000 set up for State construction projects, as noted on estimate sheet. There is no logging or other heavy hauling on the road now, or in sight for the future, and I can see no increase in traffic for years. In fact, it may get less due to new highway from Burns to Denio, McDermit and Winnemucca. This type of surface should be satisfactory for at least ten years without special maintenance. The strength of this type would be the same as the section on The Dalles California Highway from Beaver Marsh south to escarpment, which was surfaced six years ago. This section, however, has had log hauling and heavy traffic a considerable part of the time, and only last year Mr. Baldock seriously questioned whether additional pavement is justified at this time.

For your information, a survey has been made by the Construction Department from Mile Post 19 to Mile Post 30, near Wagontire. I had anticipated getting this section on in 1955, but this apparently cannot be done. In order to lessen the total cost, I am recommending only that section between Mile Post 19 and Mile Post 27, as shown on the map enclosed.

The excessive maintenance and the liability of road closures due to flooding is sufficient cause for this new construction. Flooding of the old lake beds has stopped or interferred with traffic several times since I have been in this Division.

NOTED
E. A. COLLIER

The O-9 specification has not been satisfactory in reoiling in this Division when the work is done by contractors, this primarily due to inflexibility in the specification of the amount of oil and rock to use to fit changing surface conditions. Contractors don't like many changes. Contracting original oiling, O-9 or O-11 has been satisfactory.

If you will refer to the enclosed map you will notice the O-9 overlaps Extra Gang oiling. This Extra Gang, plus the pave patching set up should take care of the surface on the sections indicated.

Also, refer to the map on the Adel Secondary, Mile Post 7 to 16, Rosa Creek to Blue Creek, should have a pavement due to heavy log hauling on this section. The additional O-9 would not hold up for four years. Please note we have sufficient tonnage on Extra Gang for 1955 maintenance repairs on this section.

Very truly yours,

W E Chandler
WM. E. CHANDLER
Division Engineer

WEC:me
cc: Mr. H. G. Smith

15-1053 Illumination of Ashland 1956
Interchange
4718

RECEIV[redacted]
DEC 21 19
FOR FILING

15-1353

[redacted]

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 13, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4718	5-Final	Staeck Electric Co.

4718

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27191	H-168366	$ 666.40	12/13/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1956

Time Extensions: None

Completion Date: Oct. 31, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC 20 1956

Ruth Rawlings

FOR FILING

12-1 [illegible]

December 7, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4718 for illumination on the Ashland Undercrossing Section of the Pacific Highway in Jackson County was completed by the contractor, Steeck Electric Company, on October 31, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $666.40 will be released to the contractor after acceptance by the Commission. The total contract amount is $7,840.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
P. E. Fowler, Agent
Equitable Bldg.
Portland, Oregon

NOTED ON CARD

JUN 26 195

FOR FILING

15

[illegible]

June 26, 1956

Steeck Electric Company
633 S.E. Stephens St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4718, which was awarded to you by the State Highway Commission on June 4, for the Ashland Undercrossing illumination installation in Jackson County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

JUN 6 - 1956

FOR FILING

1

4718

June 6, 1956

Staeck Electric Company
119 N. Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4718 for illumination of Ashland Interchange Section in Jackson County.

This award was based on your bid of $7,840, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

JUN 6 - 1956

FOR FILING

1
11711

June 6, 1956

Steach Electric Company
119 N. Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4718 for illumination of Ashland Interchange Section in Jackson County.

This award was based on your bid of $7,840, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

21-1605 Traffic Signal Installation 1956
Lincoln Co. in Newport.
4719

21-1605

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 19, 1956

(CONTRACT NO.)		(EST. NO.)	(CONTRACTOR)
4719		2-Final	Trowbridge Electric Co.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24747	H-165829	$ 1,986.25	11/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1956

Time Extensions: None

Completion Date: Oct. 19, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-26-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 26 1956

Ruth Rawlings

RECEIVED
NOV 19 1956
FOR FILING
[illegible]
4719

November 16, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Company
NW Branch Office
Mills Building
San Francisco 6, California

Gentlemen:

State Highway contract No. 4719 for work performed on the Newport Section of the Oregon Coast Highway in Lincoln County was completed by the contractor, Trowbridge Electric Company, on October 19, 1956, and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $1,986.25 will be released to the contractor on or after November 26, 1956. The total contract amount is $12,472.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ds

cc: Saint Paul-Mercury Indemnity Co.,
Ken Bailey Insurance Agency
Pacific Bldg.,
Roseburg, Oregon

Mailed card
dc

RECEIVED
JUL 6 1956
FOR FILING

21-1165

1111

July 3, 1956

Trowbridge Electric Company
622 S. E. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith fully executed copies of two contracts which were awarded to you on June 4, 1956:

Contract No. 4719 - Traffic Signals, Newport Section, Oregon Coast Highway, Lincoln County.

Contract No. 4708 - Interchange Illumination, Barbur Boulevard Junction Section, Pacific Highway, Multnomah County.

These copies are sent for your files.

Executed copiesof the above contracts are being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUL 5 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JUN 19 1956
FOR FILING

21-1655

4919

Salem, Oregon
June 8, 1956

Traffic Signal Agreement
City of Newport

20

Mr. John W. Cattrall
City & County Relations Engineer
Office

1734

Attached hereto is a conformed copy of an agreement with the City of Newport covering traffic signal installations at the intersections of Cape Street (Oregon Coast Highway) and Olive Street, and Sixth Street (Oregon Coast Highway) and Hurbert Street in the City of Newport.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Newport, Oregon.

Secretary

rn
Attach: 1

REFERRED TO
Geary
BY SECRETARY

To file

FORM 530—30M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1956

SUBJECT: Assignment #20

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering traffic signal installations at the intersections of Cape Street (Oregon Coast Highway) and Olive Street, and Sixth Street (Oregon Coast Highway) and Hurbert Street in the City of Newport.

Two copies of the agreement have been signed by the proper city officials and, after having received your signature of approval, may be presented to the Highway Commission for approval.

This completes Assignment #20.

Robert H. Prange
Robert H. Prange
Office Engr., County & City Relations

RHP:te
Att.

Mr. Glaisyer
for signatures
of Commission.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date May 31, 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-26-56 Minute Page 32
Secretary

RECEIVED
MAY 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: 4/30/56 No. 20 By Gsp

Description:

Agreement between City of Newport and State regarding traffic signal installation at twp intersections on Oregon Coast Hwy. in vicinity of Newport.

Acknowledged by_____ Referred to CATTRALL

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

Check and if okay secure signatures of City officials.

Executed 5-31-56 Report Received________

HIGHWAY DEPARTMENT
TMENT CORRESPONDENCE

alem, Oregon
pril 27, 1956

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
US101 - Newport

GSP 16

f the state-city agreement covering the
t two intersections on the Oregon Coast
These agreements have been checked,
o Mr. Cattrall for submission to the

F. B. Crandall
F. B. Crandall
Traffic Engineer

VJ:bc

Attachments

APR 30 1956

RECEIVED
APR 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—50M—2-55—82966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1956

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
US101 - Newport

GSP 16

To: G. S. Paxson
Assistant State Highway Engineer
Office

There are attached seven copies of the state-city agreement covering the installation of traffic signals at two intersections on the Oregon Coast Highway in the City of Newport. These agreements have been checked, found correct and may be handed to Mr. Cattrall for submission to the City.

F. B. Crandall
F. B. Crandall
Traffic Engineer

VJ:bc

Attachments

APR 30 1956

RECEIVED
APR 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1956
FOR FILING

21-1605

4719

June 8, 1956

Mr. Allan J. Hord, City Recorder
City Hall
Newport, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Newport covering traffic signal installations at the intersections of Cape Street (Oregon Coast Highway) and Olive Street, and Sixth Street (Oregon Coast Highway) and Hurbert Street in the City of Newport.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAY 31 1956
FOR FILING

P

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1956

SUBJECT:

16
6001
4977

To: Mr. C. H. Maison
OFFICE

Attached is City of Newport Warrant No. 1147 in the amount of $5,000 which represents the City's share in the installation of traffic signals at the intersections of Cape and Olive Streets and Sixth and Hurbert Streets in Newport.

John D. Graham
Office Engr., County & City Relations

JDG:te
Att.

cc: Mr. G. S. Paxson
Mr. J. Al Head

NOTED
G. S. PAXSON

RECEIVED
MAY 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
MAY 1 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1956

SUBJECT: Proposed Agreement with City of Newport regarding traffic signal installations.

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

16
6001
4977

L

In accordance with F. B. Crandall's request of April 6, 1956, we have prepared and enclose herewith 7 copies of an Agreement with the City of Newport, relative to installation of traffic signals at two intersections on the Oregon Coast Highway in the vicinity of Newport.

C. W. ENFIELD
Chief Counsel

By Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

RPA:pg
Attach.

RECEIVED
APR 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
C. S. PAXSON

2nd ASSIGNMENT

Date: 4/24/56

No. 16 By GSP

Description:

Proposed agreement with City of Newport regarding traffic signal installations.

Acknowledged by_____ Referred to CRANDALL

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

Please check.

Executed 4-30-56 Dm Report Received________

E HIGHWAY DEPARTMENT

ARTMENT CORRESPONDENCE

m, Oregon
16, 1956

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signals
Oregon Coast Highway - Newport

nd 27, 1956, the State Highway Commission raffic signals at two intersections on the cinity of Newport. Will you please prepare ment.

ncluded in the agreement, I offer the

the Oregon Coast Highway, No. 9, US101, which, in [illegible] of Newport under consideration, is routed over Cape and Sixth Streets.

2. The intersections involved are those of N.E. Cape Street (US101) and Olive Street and at Sixth Street (US101) and Hurbert Street.

3. It is planned to install fully actuated traffic signals at both of these intersections in accordance with the attached plans.

4. The installation is estimated to cost $10,000.

5. The State shall make the installation and in the first instance pay all cost thereof. The signal cost shall be shared equally by the City and the State.

6. The City, when returning the signal agreements, shall submit its check for one-half the cost of the installation.

7. The City shall maintain the traffic signals after installation and pay for all electrical energy consumed. However, the State Highway Department will do the necessary maintenance of the traffic signal controllers.

8. The City shall make no changes in the timing program of the signals without prior approval in writing from the State.

NOTED
G. S. PAXSON

ECEIVED
APR 10 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1956

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signals
Oregon Coast Highway - Newport

TO: [illegible] Enfield
Chief Counsel
Office

At its meeting on January 26 and 27, 1956, the State Highway Commission approved the installation of traffic signals at two intersections on the Oregon Coast Highway in the vicinity of Newport. Will you please prepare the necessary State-City agreement.

In the way of material to be included in the agreement, I offer the following:

1. The highway involved is the Oregon Coast Highway, No. 9, US101, which, in this section of Newport under consideration, is routed over Cape and Sixth Streets.
2. The intersections involved are those of N.E. Cape Street (US101) and Olive Street and at Sixth Street (US101) and Hurbert Street.
3. It is planned to install fully actuated traffic signals at both of these intersections in accordance with the attached plans.
4. The installation is estimated to cost $10,000.
5. The State shall make the installation and in the first instance pay all cost thereof. The signal cost shall be shared equally by the City and the State.
6. The City, when returning the signal agreements, shall submit its check for one-half the cost of the installation.
7. The City shall maintain the traffic signals after installation and pay for all electrical energy consumed. However, the State Highway Department will do the necessary maintenance of the traffic signal controllers.
8. The City shall make no changes in the timing program of the signals without prior approval in writing from the State.

NOTED
G. S. PAXSON

If, after preparation, you will submit the agreements to this office through Mr. Paxson's office, we will check them and care for future processing.

F. B. Crandall
F. B. Crandall
Traffic Engineer

VJ:kg
cc: G. S. Paxson ✓
J. W. Cattrall

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

If, after preparation, you will submit the agreements to this office through Mr. Paxson's office, we will check them and care for future processing.

F. B. Crandall
F. B. Crandall
Traffic Engineer

VJ:kg
cc: O. S. Paxson ✓
J. W. Cattrall

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 - 1956
FOR FILING

49-4
1/26/56

6001
4977

February 7, 1956

Mrs. Nancy Wetmore
County Health Nurse
Lincoln County
Newport, Oregon

Dear Mrs. Wetmore:

On August 9, 1955, you directed a letter to Mr. R. H. Baldock, State Highway Engineer, in which you point out the need for a stop light installation on the Oregon Coast Highway at its intersection with Olive Street in Newport.

Mr. Baldock had an investigation made of the conditions at the intersection to which you refer and he reported the findings to the Highway Commission at its last meeting. You will be pleased to know that the Commission adopted his recommendation that a signal be installed at this point. In his report, the Engineer also recommended installation of a similar type signal at the intersection of 6th Street (US101) and Hurbert Street. This installation also was approved by the Commission. The estimated total cost of both installations is $10,000, and the Commission's approval of the same was contingent upon the City of Newport agreeing to pay 50 per cent of the cost involved, and the City agreeing to maintain the signals and to furnish electrical energy to operate them.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: F. B. Crandall

Allan J. Hord, Recorder
Newport, Oregon

Hon. F. E. Gilkey, Mayor
Newport, Oregon

4/2 11
1/2/56

February 7, 1956

Mr. Allan J. Hord,
City Recorder
Newport, Oregon

Dear Mr. Hord:

I attach hereto for your information a copy of a letter that I have just directed to Mrs. Nancy Wetmore, County Health Nurse, Newport, regarding the installation of traffic signals at the intersection of US101 with Olive Street and at the intersection of US101 and Hurbert Street.

You will note that the Highway Commission authorized installation of both signals which are estimated to cost a total of $10,000, on the condition that the City of Newport will contribute 50 per cent of the installation cost, will maintain the signals after they are installed, and will furnish electrical energy to operate them.

Will you kindly bring this matter to the attention of the City Council. If the Council approves the installations on such basis, kindly advise, and an appropriate agreement covering the matter will be prepared in this office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: F. B. Crandall

Hon., F. E. Gilkey, Mayor
City of Newport

[illegible]

February 7, 1956

Hon. F. E. Gilkey, Mayor
City of Newport
Newport, Oregon

Dear Mr. Gilkey:

Quite some time ago you directed a communication to Mr. R. H. Baldock, State Highway Engineer, concerning the installation of a stop and go signal at the intersection of US101 with Hurbert Street.

Mr. Baldock caused a traffic engineering investigation to be made of the conditions at this intersection, and he advised you by letter of August 5, 1954, that he would recommend to the State Highway Commission such installation if the City would agree to participate in the cost. It developed later that the City did not have funds available to contribute its share of the expense so the matter was dropped. However, it has again arisen and a re-investigation has been made of the conditions not only at this point, but also at the intersection of Olive Street with US101. This investigation revealed that traffic signals are warranted at both points. The findings were reported to the State Highway Commission at its last meeting, and I am pleased to inform you that the Commission authorized the installation of both signals which are estimated to cost a total of $10,000, on the condition that the City of Newport will assume payment of 50 per cent of this expense, will maintain the signals and will furnish electrical energy to operate them.

I enclose a copy of letters that I have directed to Mr. Allan J. Hord, your City Recorder and to Mrs. Nancy Wetmore, County Health Nurse, on the subject.

Will you please advise whether or not it is the desire of your City Council that the installations be made on the basis mentioned. If the Council approves, then an appropriate agreement covering the matter will be prepared in this office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
cc: F. B. Crandall

RECEIVED
JAN 20 1956
FOR FILING

January 20, 1956

Oregon State Highway Commission

Gentlemen:

In March 1954 we received a written request from the City of Newport for installation of a traffic signal at the intersection of 6th Street (US101) and Hurlburt Street, and in August 1955 we received a request from Mrs. Nancy Wetmore, County Health Nurse, Lincoln County, for installation of a signal at the intersection of N. W. Coast Street (US101) and N. W. Olive Street (US20). An investigation was made with respect to each of the requests, and in both instances it was found that traffic signals were warranted; however, the City indicated it did not at that time have sufficient monies to care for its 50 per cent of the cost in accord with Commission policy and the matter was dropped.

The City has now indicated it has sufficient monies to care for its share of the installation and wishes to proceed. It is, therefore, recommended that the installation of actuated traffic signals be approved for each of the two intersections in question. The total estimated cost for signal installation at the two intersections is $10,000 and there are sufficient monies in the 1956 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the State's share of the cost ($5,000).

This matter will be on the agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

FBC:ng lg

ASSIGNMENT ✓

Date: August 10, 1955 No. 6001 By WCW

Description: Letter of August 9 by Mrs. Nancy Wetmore, County Health Nurse, Lincoln County, setting forth need for stop light at US101 and Olive Street in Newport. Mr. Baldock's acknowledgment of August 10 attached.

Acknowledged by____ Referred to Crandall ✓

☒ Investigate and report with recommendation
☐ Such action as necessary and report
☐ Comment or recommendation
☐ Return with rough draft of reply
☐ Prepare reply for signature of Mr.________
☐ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 1-18-56 Report Received__________

---

st 10, 1955

study of the situation at the

d Olive Street in Newport with

r a stop light, as requested by

[illegible]

Very truly yours,

R. H. Baldock
State Highway Engineer

Mr. W. C. Williams:
Please do so.

RHB:
hi

RECEIVED
AUG 11 1955
FOR FILING

August 10, 1955

Mrs. Nancy Wetmore
County Health Nurse
Lincoln County
Newport, Oregon

Dear Mrs. Wetmore:

We will make a study of the situation at the intersection of US101 and Olive Street in Newport with reference to the need for a stop light, as requested by your letter of August 9.

Very truly yours,

R. H. Baldock
State Highway Engineer

Mr. W. C. Williams:
Please do so.

RHB:
hi

Public Health Department

COUNTY OF LINCOLN

Newport, Oregon

August 9, 1955

R. H. Baldock
Chief Engineer
State Highway Dep't
Salem, Oregon

Dear Sir:

I am writing to you in regard to the need for a stop light at Coast Highway 101 and Olive Street in Newport. Cars coming onto the highway from the East and West have to make two turns to get across the highway and it is extremely dangerous.

I am certain that many people would appreciate having your department study this situation in the hope that you could install a light at this intersection.

Very truly yours,

Nancy Wetmore

(Mrs.) Nancy Wetmore, R.N.
County Health Nurse

nw/ed

RECEIVED
FOR FILING

CITY OF NEWPORT
Newport, Oregon

December 22, 1954

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer,
State Highway Department,
Salem, Oregon

Dear Mr. Baldock:

Last August the City of Newport discussed the possibilities of placing a traffic signal at the corner of Hurbert Street and Coast Highway. At that time the action was postponed until November to give the council time to thoroughly consider the matter.

It was decided at the regular council meeting of the night of December 20, 1954, not to take action for installation in the foreseeable future mainly because of budgetary limitations. It may be possible for us to alleviate the congestion by traffic control on the side streets.

We wish to state our appreciation for the courtesies extended by yourself and your office in this traffic problem.

Sincerely yours,

Allan J. Hord, Recorder,
City of Newport, Oregon

REFERRED TO
Williams
By State Highway Engineer
Please note
& send to Crandall

RECEIVED
DEC 23 1954
TRAFFIC ENGINEER

NOTED
R CRANDALL

Crandall

NOTED
B. CRANDALL

To note.

ust 5, 1954

Mr. F. E. Gilkey, Mayor
City Hall
Newport, Oregon

Dear Sir:

Reference is made to your letter of March 31 requesting that we study the advisability of installing traffic signals on US101 at the intersection of Hurbert Street. I call your attention to letters from our Traffic Engineer under date of May 12 and June 16, and I also refer to conversation between you and our Assistant Traffic Engineer on August 3, at which time it was determined that the City had temporarily tabled until November the subject of its participating with the State in the installation of the signal.

When the City of Newport advises that it is ready to proceed with the installation and assures the State that it has sufficient funds to participate in the installation, the matter will be reviewed and presented to the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

JAH:as fp

P

RECEIVED
AUG [illegible]
FOR FILING

August 5, 1954

4977

Mr. F. E. Gilkey, Mayor
City Hall
Newport, Oregon

Dear Sir:

Reference is made to your letter of March 31 requesting that we study the advisability of installing traffic signals on US101 at the intersection of Hurbert Street. I call your attention to letters from our Traffic Engineer under date of May 12 and June 16, and I also refer to conversation between you and our Assistant Traffic Engineer on August 3, at which time it was determined that the City had temporarily tabled until November the subject of its participating with the State in the installation of the signal.

When the City of Newport advises that it is ready to proceed with the installation and assures the State that it has sufficient funds to participate in the installation, the matter will be reviewed and presented to the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

JAH:as fp

FORM 2-138 [illegible] REVISED [illegible] 9-51 [illegible]

COM

BEN

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1954

SUBJECT: Traffic Signal Installation
US101 - Hurbert Street
Newport
Assignment WCW 4977

To: W. C. Williams
Deputy State Highway Engineer
Office

I am returning herewith your assignment on the above subject with suggested draft of letter to the State Highway Commission. I call your attention to copies of letters from this office to Mayor F. E. Gilkey of Newport dated May 12 and June 16, which were written at your request. I did this date call Mayor Gilkey to determine the City's position on this installation. I find that they do not have the money at the instant but will have it in a couple of months and thus had temporarily tabled the matter. The Mayor assured me that he was confident the City would proceed and wanted the installation.

I thus recommend that you present this matter to the Commission. We can complete the signal approval, draw plans, prepare specifications, agreement, et cetera, and have this work done by the time the City's money is available. This way we can let this project to contract yet this year or the first part of next year.

J. Al Head

J. Al Head
Assistant Traffic Engineer

JAH:as
Attachment

Note
Mr. Williams wishes
positive proof from
City on availability
of $ before it goes
to Comm. H.
8/3

SUGGESTED DRAFT

Assignment WCW 4977

August 3, 1954

(This not to be used unless the City re-opens the matter

Oregon State Highway Commission

Gentlemen:

Mr. F. E. Gilkey, Mayor, City of Newport, has requested investigation as to the warrant for traffic signals at the intersection of Sixth Street (US101) and Hurbert Street in that City. The Traffic Engineer has made an investigation and I have his report at hand.

The point investigated is a four-way intersection near the center of the main business district in Newport. Traffic entering the intersection from Hurbert Street is required to stop before proceeding. The indicated speed on US101 at this point is 20 MPH.

During the period from January 1, 1949, to December 31, 1954, there were 30 accidents at the intersection. Two persons were injured and there were no fatalities. Twelve of the accidents were of a type that might have been prevented by traffic signals.

Traffic counts taken during the month of April indicate that during that month traffic signals were not warranted. However, there is a heavy increase of traffic on the Oregon Coast Highway during the summer months and when the April volumes are placed on an ADT basis they more than meet the minimum warrant for signalization of an urban intersection.

Because of the traffic volumes and accident record at this intersection, it is recommended that traffic signals be installed. In view of the fact that there is a great fluctuation in the volume of traffic during the various months of the year, it is recommended that the signal be of the semi-actuated type. The installation is estimated to cost $3500, the cost to be borne equally by City and State. There are sufficient 1954 Minor Betterment Funds for Traffic Signal Projects to be Selected. The City will have funds to care for their share available during November of this year.

This matter will be on the agenda at the next meeting.

Very truly yours,

VJ:mm/as

cc - F. B. Crandall

FORM [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 16, 1954

[illegible]
W. C. WILLIAMS

Mr. F. E. Gilkey
Mayor
City Hall
Newport, Oregon

Dear Mr. Gilkey:

On May 12 this office wrote to you to determine if the City would be in a position to participate with the State on a 50-50 basis covering the cost of installing a semi-actuated traffic signal at the intersection of US101 and Hurbert Street at an estimated cost of $3,500.

It is our desire to complete our investigation by submitting your decision on participating in such installation to Mr. Baldock for his consideration and ultimate presentation to the Highway Commission. An early response from the City would be appreciated.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By J A Head

J. Al Head
Assistant Traffic Engineer

JAH:as
bc - W. C. Williams ✓
Assignment WCW 4977

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 12, 1954

Mr. F. E. Gilkey
Mayor
City Hall
Newport, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Gilkey:

On March 31, you wrote to Mr. Baldock requesting investigation of the advisability of installation of a traffic signal on US101 and Hurbert Street in your City. This matter has been made subject of investigation since receipt of your letter. Traffic counts, accident analyses, et cetera, have been made. It appears that favorable recommendation can be made to the State Highway Engineer looking to installation of traffic signal; however, before such recommendation is made to the State Highway Engineer and he in turn presents the matter to the State Highway Commission for final action and decision, would the City of Newport be in a position to participate with the State on a 50-50 basis covering the cost of a semi-actuated traffic signal, which is estimated to cost $3,500? The normal procedure in these matters in accord with past policy is that the initial cost of installation be borne equally by the City and the State and that the City pay for the consumption of electrical energy and routine maintenance of the signal.

If you will kindly advise of the City's action and decision, I will then present the matter to Mr. Baldock for his consideration.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By

F. B. Crandall
Traffic Engineer

JAH:as
bc - W. C. Williams
Assignment WCW 4977

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
May, 1954

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Sixth Street (US101) at Hurbert Street
Newport

Recommendation:

Investigation discloses that the installation of a semi-actuated traffic signal is warranted at the intersection of Sixth Street (US101) and Hurbert Street in the City of Newport. The installation is estimated to cost $3500.

Historical Background:

There have been several previous investigations of the warrant for traffic signals at this intersection. This investigation and report is in response to a request from Mr. F. E. Gilkey, Mayor.

Investigation:

The point investigated is a four-way intersection. To the east, Hurbert Street approaches US101 in a steep up-grade. At the present time all traffic entering the intersection from Hurbert Street is required to stop before proceeding. The indicated speed on US101 at this point is 20 MPH.

A 16-hour vehicle and pedestrian count was taken at the intersection on Tuesday, April 20, 1954. The computed 24-hour volume entering the intersection was 8,823 vehicles. A total of 1939 vehicles, or 22% of all those entering, entered the intersection from Hurbert Street. During the 16-hour period of count 845 pedestrians crossed US101.

During the period from January 1, 1949, to January 31, 1954, there were 30 accidents at the intersection. Two persons were injured and there were no fatalities. 12 of the accidents were of a type that might have been prevented by traffic signals. There were 11 angle collisions and three collisions involving a vehicle making a left turn off US101. There was one pedestrian accident. It will also be noted that there were five parking maneuver collisions caused by a vehicle backing out of an angle parking stall on the southerly side of Hurbert Street, west of the intersection.

The table below compares conditions at this intersection with the standard warrants for signalization of urban intersections:

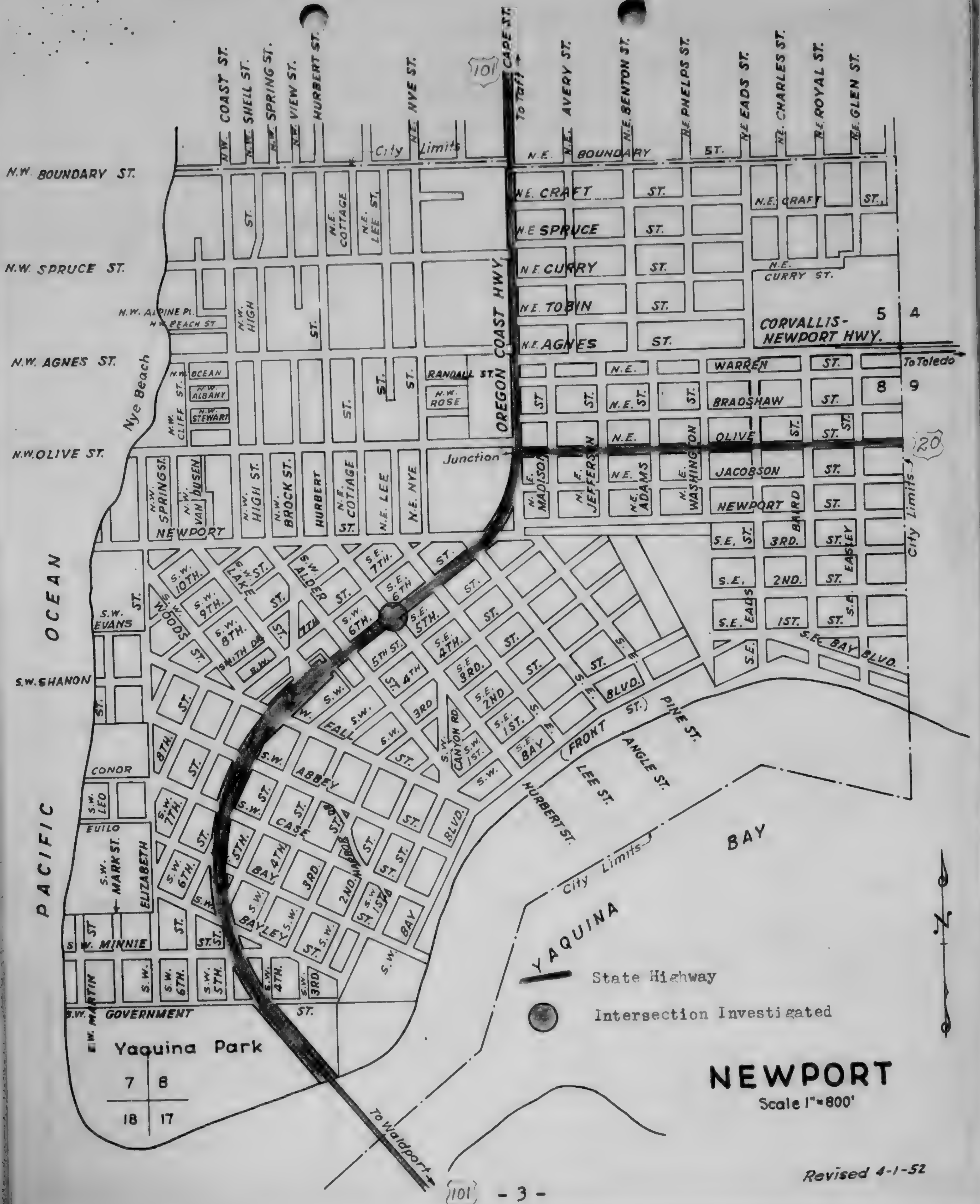
Item	April Weekday	A.D.T. Basis	Minimum Warrant
Total Volume Warrant:			
Ave. Hourly Total Volume (Max. 8 Hrs.)	605	859	750
Ave. Hourly Cross-Street Volume (Max. 8 Hrs.)	139	197	175
Pedestrian Warrant:			
Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hrs.)	76	---	250
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	438	622	600

Item	April Weekday	A.D.T. Basis	Minimum Warrant
Interruption of Through Traffic Warrant:			
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	463	657	750
Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.)	206	293	75
Accident Warrant:			
Preventable Accidents (Last 12 Months)	2	---	5

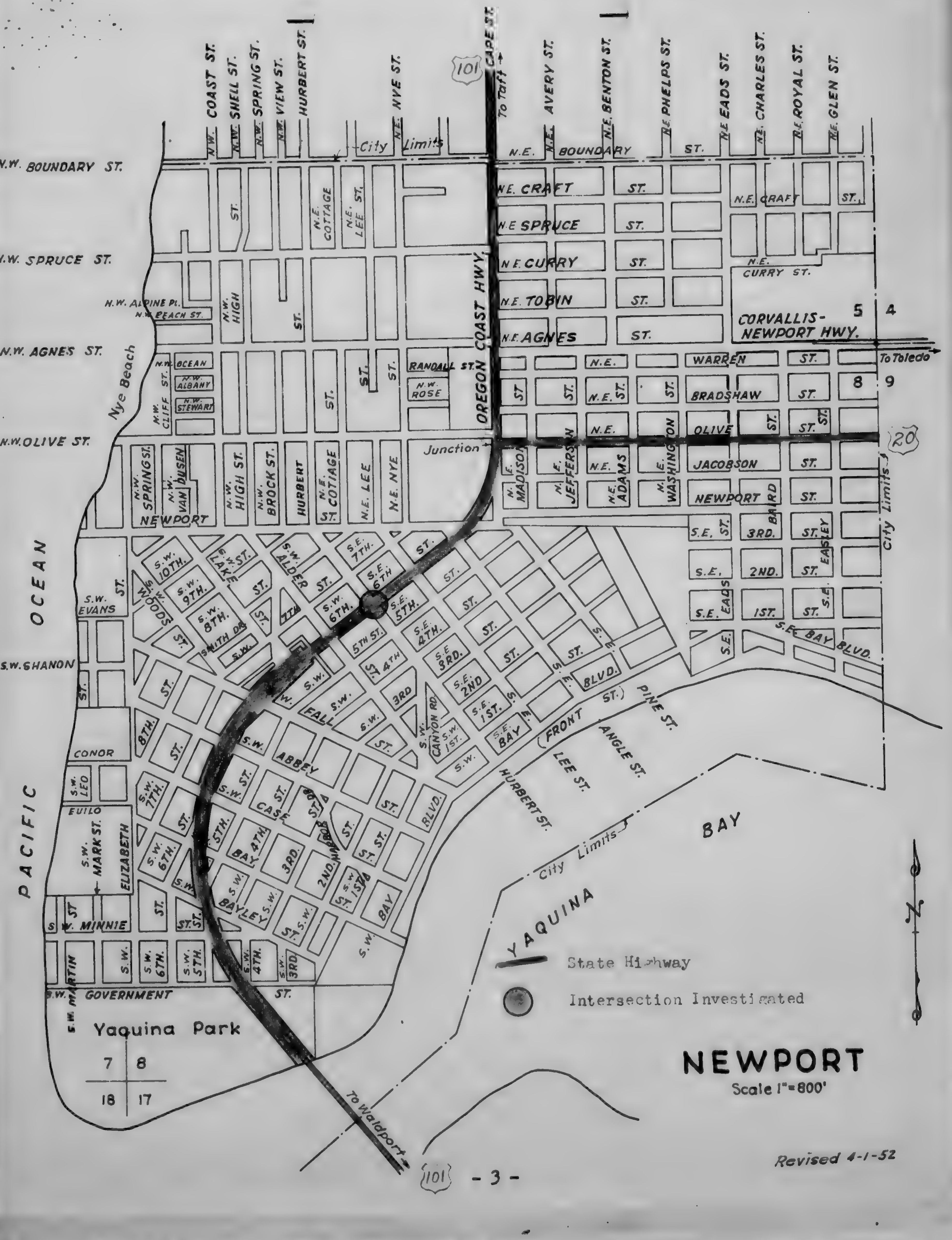
From the tabulation it will be noted that conditions as indicated by the April traffic count were not sufficiently serious to warrant signalization. However, when the traffic data are placed upon an ADT basis, the total volume warrant is exceeded and the interruption of through traffic warrant is closely approached.

In view of the large number of preventable accidents, the heavy day movement across US101 and the fact that the minimum warrants for signalization are met, it is recommended that the intersection be signalized. Because during the large part of the year the traffic volume on Hurbert Street is relatively low, it is recommended that semi-actuated signals be installed. The installation is estimated to cost $3500.

VJ:mm



NEWPORT
Scale 1"=800'
Revised 4-1-52
State Highway
Intersection Investigated
101
To Taft
To Waldport
To Toledo
20
OREGON COAST HWY.
CORVALLIS-NEWPORT HWY.
Junction
City Limits
PACIFIC OCEAN
Nye Beach
YAQUINA BAY
Yaquina Park
5 4
8 9
7 8
18 17
N.W. BOUNDARY ST.
N.E. BOUNDARY ST.
N.W. SPRUCE ST.
N.W. AGNES ST.
N.W. OLIVE ST.
N.W. ALPINE PL.
N.W. PEACH ST.
N.W. COAST ST.
N.W. SHELL ST.
N.W. SPRING ST.
N.W. VIEW ST.
N.E. HURBERT ST.
N.E. NYE ST.
CAPE ST.
N.E. AVERY ST.
N.E. BENTON ST.
N.E. PHELPS ST.
N.E. EADS ST.
N.E. CHARLES ST.
N.E. ROYAL ST.
N.E. GLEN ST.
N.E. CRAFT ST.
N.E. SPRUCE ST.
N.E. CURRY ST.
N.E. TOBIN ST.
N.E. AGNES ST.
N.E. WARREN ST.
BRADSHAW ST.
N.E. OLIVE ST.
JACOBSON ST.
NEWPORT ST.
RANDALL ST.
N.W. ROSE
N.W. OCEAN
N.W. ALBANY
N.W. STEWART
N.W. CLIFF ST.
N.W. HIGH ST.
N.E. COTTAGE ST.
N.E. LEE ST.
N.W. SPRINGS ST.
N.W. VAN DUSEN
N.W. BROCK ST.
HURBERT
N.E. NYE
N.W. NEWPORT
N.E. MADISON
N.E. JEFFERSON
N.E. ADAMS
N.E. WASHINGTON
BAIRD
EASLEY
S.E. 3RD. ST.
S.E. 2ND. ST.
S.E. 1ST. ST.
S.E. EADS
S.E. BAY BLVD.
S.W. 10TH.
S.W. 9TH.
S.W. 8TH.
S.W. 7TH.
S.W. LAKE ST.
S.W. ALDER ST.
S.E. 7TH.
S.E. 6TH.
S.W. 6TH.
S.E. 5TH.
5TH ST.
S.E. 4TH.
S.E. 3RD.
S.E. 2ND
S.E. 1ST.
S.E. BAY BLVD.
S.W. WOODS ST.
S.W. EVANS ST.
SMITH DR.
S.W. SHANON ST.
S.W. FALL ST.
S.W. 3RD
S.W. CANYON RD.
S.W. 1ST.
S.W. BAY (FRONT ST.)
HURBERT ST.
LEE ST.
ANGLE ST.
PINE ST.
S.W. ABBEY ST.
S.W. CASE ST.
S.W. BAY BLVD.
S.W. HARBOR ST.
CONOR
S.W. LEO
EUILO
S.W. MARK ST.
ELIZABETH
S.W. MINNIE ST.
S.W. BAYLEY ST.
S.W. 2ND.
S.W. 1ST.
S.W. MARTIN
S.W. 6TH.
S.W. 5TH.
S.W. 4TH.
S.W. 3RD.
S.W. GOVERNMENT ST.
N



NEWPORT

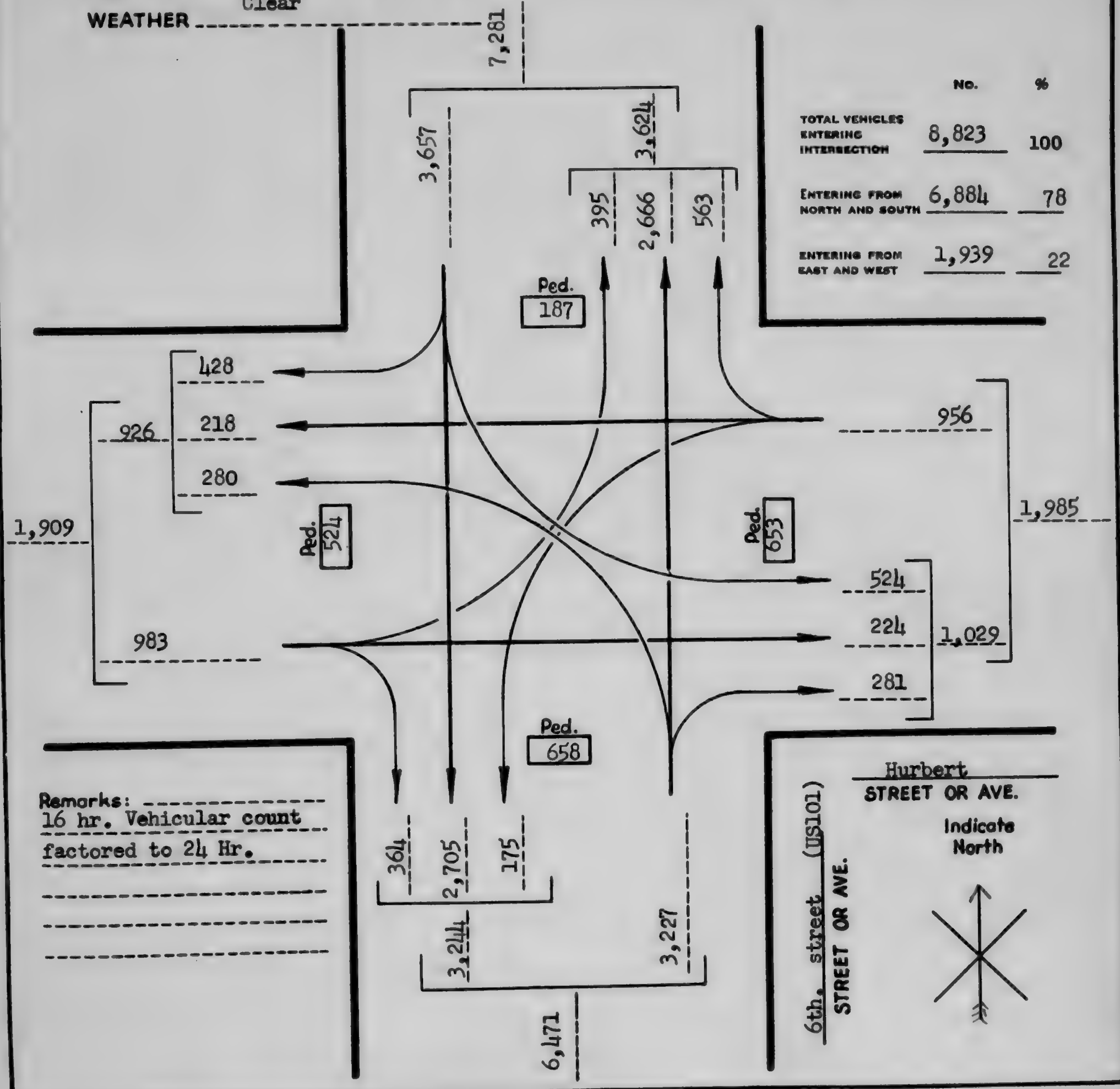
Scale 1" = 800'

Revised 4-1-52

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 20, 1954
DAY OF WEEK Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 AM - 10:00 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 AM - 10 PM
WEATHER Clear

CITY OF Newport (US101)
INTERSECTION OF 6th. St. & Hurbert St.
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	8,823	100
ENTERING FROM NORTH AND SOUTH	6,884	78
ENTERING FROM EAST AND WEST	1,939	22

Remarks:
16 hr. Vehicular count
factored to 24 Hr.

Form E-46—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Newport
Intersection 6th Street (US101) & Hurb
Station number
Code number

Date April 20, 1954
Day of week Tuesday
Hours counted 6:00A.M. - 10:00 P.M.
Weather Clear

Classification All Vehicle

		SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS			
	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South
A. M.	6:00- 7:00	5	5	2	3	69	49	1	4	2		5	2	147	127	86	20	14	133	17	17	127
	7:00- 8:00	56	21	8	14	120	110	6	19	7	14	11	5	391	313	80	78	20	329	123	63	267
	8:00- 9:00	43	30	14	14	135	148	10	13	6	23	4	14	455	378	83	77	17	385	125	70	330
	9:00-10:00	35	28	28	15	154	172	7	9	16	24	15	14	517	427	83	90	17	432	119	88	395
	10:00-11:00	25	22	28	29	148	158	7	8	14	15	11	13	478	387	81	91	19	410	91	96	359
	11:00-12:00	35	54	28	13	195	160	14	10	8	19	21	20	577	457	79	120	21	485	140	106	423
P. M.	12:00- 1:00	47	44	41	25	185	187	24	30	20	33	36	19	691	512	74	179	26	529	198	175	480
	1:00- 2:00	40	37	36	29	170	170	8	18	13	15	22	12	570	443	78	127	22	482	131	125	402
	2:00- 3:00	39	35	29	23	193	175	8	11	15	18	26	23	595	477	80	118	20	494	126	120	450
	3:00- 4:00	31	46	27	38	156	174	8	11	9	21	26	18	565	427	76	138	24	472	126	128	404
	4:00- 5:00	34	46	25	17	212	222	22	14	11	14	38	11	666	518	78	148	22	556	141	127	508
	5:00- 6:00	30	46	43	34	195	190	26	16	13	16	26	22	657	496	75	161	25	538	147	167	462
	6:00- 7:00	11	31	13	29	149	161	27	13	9	14	22	23	502	371	74	131	26	394	105	127	378
	7:00- 8:00	24	26	29	30	167	139	16	12	7	10	32	24	516	393	76	123	24	415	95	143	379
	8:00- 9:00	14	24	20	29	110	99	8	11	3	10	18	23	369	276	75	93	25	296	70	109	263
	9:00-10:00	7	17	17	17	101	110	6	5	6	9	18	12	325	256	79	69	21	269	50	75	256
	10:00-11:00																					
	11:00-12:00																					
A. M.	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
24-Hour total		524	563	428	395	2705	2666	218	224	175	281	364	280	8823	6884	78	1939	22	7281	1985	1909	6471
-Hour total																						
16-Hour total		476	512	389	359	2459	2424	198	204	159	255	331	255	8021	6258	78	1763	22	6619	1804	1736	5883
Control																						
Factor																						

6th Street (US101) St. is North and South
Hurbert St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

pril 20, 1954
uesday
6:00A.M. - 10:00 P.M.
Clear

Classification All Vehicle

City of Newport
Intersection 6th Street (US101) & Hurbert Street
Station number
Code number

SUMMARY BY MOVEMENTS															SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
orth to est	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
2	3	69	49	1	4	2		5	2	147	127	86	20	14	133	17	17	127			1	3
8	14	120	110	6	19	7	14	11	5	391	313	80	78	20	329	123	63	267		7	19	8
4	14	135	148	10	13	6	23	4	14	455	378	83	77	17	385	125	70	330	10	15	14	21
28	15	154	172	7	9	16	24	15	14	517	427	83	90	17	432	119	88	395	17	20	38	38
28	29	148	158	7	8	14	15	11	13	478	387	81	91	19	410	91	96	359	25	78	38	54
28	13	195	160	14	10	8	19	21	20	577	457	79	120	21	485	140	106	423	7	70	30	82
41	25	185	187	24	30	20	33	36	19	691	512	74	179	26	529	198	175	480	18	65	45	47
6	29	170	170	8	18	13	15	22	12	570	443	78	127	22	482	131	125	402	7	43	42	42
9	23	193	175	8	11	15	18	26	23	595	477	80	118	20	494	126	120	450	16	77	55	54
7	38	156	174	8	11	9	21	26	18	565	427	76	138	24	472	126	128	404	33	98	52	54
5	17	212	222	22	14	11	14	38	11	666	518	78	148	22	556	141	127	508	29	91	56	78
3	34	195	190	26	16	13	16	26	22	657	496	75	161	25	538	147	167	462	22	33	26	33
3	29	149	161	27	13	9	14	22	23	502	371	74	131	26	394	105	127	378	2	15	27	38
9	30	167	139	16	12	7	10	32	24	516	393	76	123	24	415	95	143	379	1	10	27	40
0	29	110	99	8	11	3	10	18	23	369	276	75	93	25	296	70	109	263		10	35	42
7	17	101	110	6	5	6	9	18	12	325	256	79	69	21	269	50	75	256		21	19	24
28	395	2705	2666	218	224	175	281	364	280	8823	6884	78	1939	22	7281	1985	1909	6471				
9	359	2459	2424	198	204	159	255	331	255	8021	6258	78	1763	22	6619	1804	1736	5883	187	653	524	658

eet (US101) St. is North and South
St. is East and West

Tabulated by
Computed by
Checked by
Checked by

Oregon State Highway Department

Traffic Engineering Division

Accident Analysis

COLLISION DIAGRAM

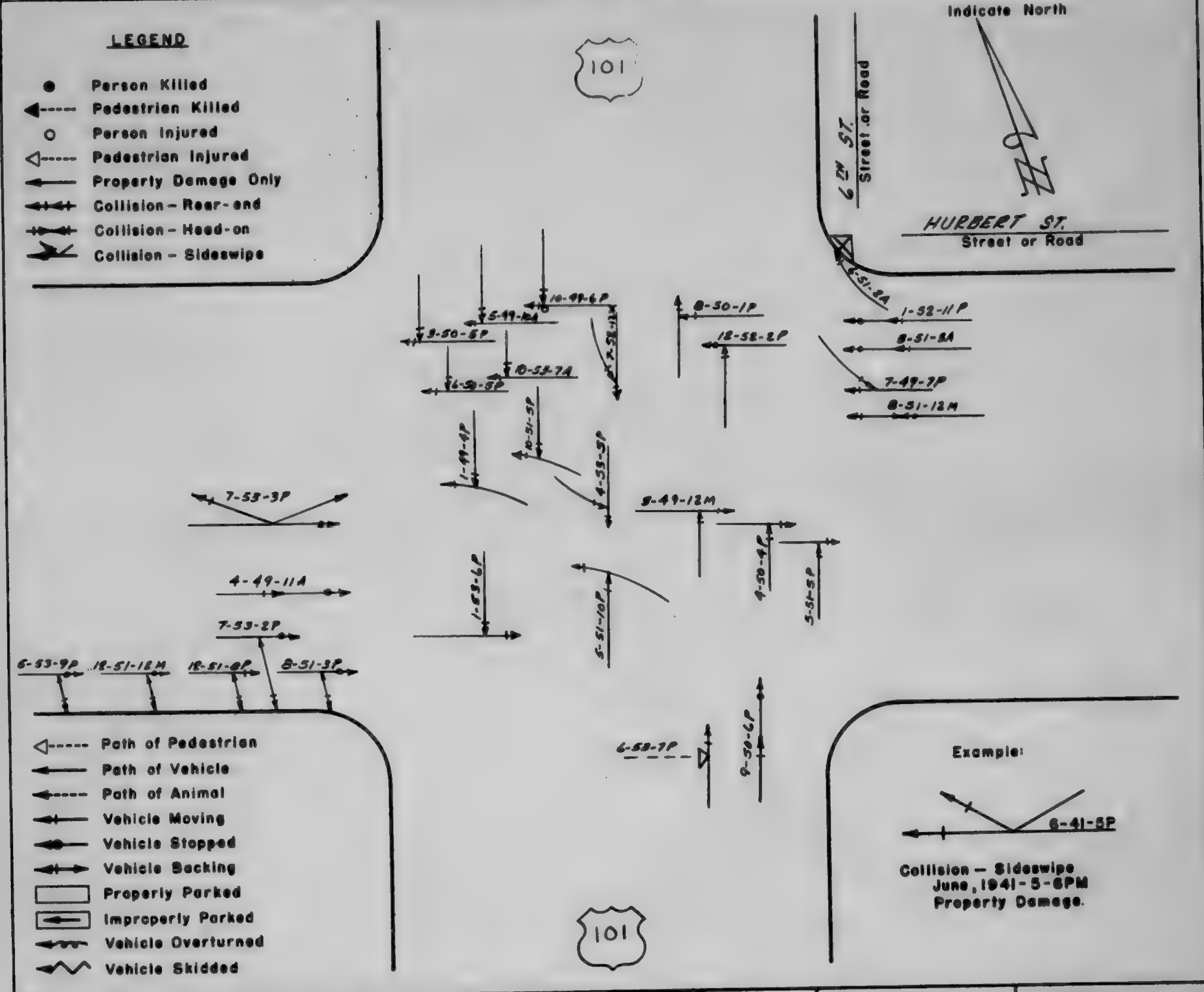
City of NEWPORT County LINCOLN

Intersection of 6TH ST. and HURBERT ST.

Highway Number US 101

Period Covered 1-1-49 1-31-54

Compiled by W.A. Drawn by CB Date 4-13-54



Collision Type	1949 - 1950				1951 - 1952				1953				Jan. 1954				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1	6	7			2	2			2	2						1	10	11
Head-on																				
Rear-end			2	2			2	2											4	4
Sideswipe																				
Turning Movement			2	2			3	3			1	1							6	6
Parking							3	3			2	2							5	5
Non-collision																				
Fixed Object							1	1											1	1
Pedestrian										1		1						1		1
Backing							1	1			1	1							2	2
Misc.																				
TOTAL		1	10	11			12	12		1	6	7				0		2	28	30

RECEIVED
APR 12 1954
FOR FILING

April 9, 1954

Honorable F. E. Gilkey, Mayor
City of Newport
Newport, Oregon

Dear Sir:

This will acknowledge receipt of your letter of March 31 in regard to installation of traffic signals at the intersection of US101 and Hurlbert Street in the city of Newport. You stated that a request for signalization of this intersection was denied in the past and asked that we send you a letter explaining the reasons for such denial. The data upon which the previous denials were based is somewhat out of date at the present time; therefore, before giving a definite answer, a new investigation, including traffic counts, will be made. At such time as the study has been completed, I will advise you further.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

VJ:mm me

cc Mr. W. C. Williams
Mr. F. B. Crandall

4977 wcw

RECEIVED
APR 12 1954
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

Maint
Traffic
Lights
Newport

April 9, 1954

Honorable F. E. Gilkey, Mayor
City of Newport
Newport, Oregon

NOTED
W. C. WILLIAMS

COPY

Dear Sir:

This will acknowledge receipt of your letter of March 31 in regard to installation of traffic signals at the intersection of US101 and Hurlbert Street in the city of Newport. You stated that a request for signalization of this intersection was denied in the past and asked that we send you a letter explaining the reasons for such denial. The data upon which the previous denials were based is somewhat out of date at the present time; therefore, before giving a definite answer, a new investigation, including traffic counts, will be made. At such time as the study has been completed, I will advise you further.

Very truly yours,

R. H. Baldock
State Highway Engineer

By W W Stiffler

W. W. Stiffler
Assistant State Highway Engineer

VJ:mm me

cc Mr. W. C. Williams ✓
Mr. F. B. Crandall

(#4977 wcw)

ASSIGNMENT

Date: April 5, 1954 No. 4977 By WCW

Description: Letter from F. E. Gilkey, Mayor, Newport, Ore., 3-31-54, re installation of signal at Hurbert and US101, especially at request of a storekeeper, O.E. Franzke, who crosses the intersection often as a pedestrian.

Acknowledged by ____ Referred to F.B.Crandall ✓

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- XX Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

Executed 8-3-54 me Report Received ________

Newport
RT, OREGON

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

h 31, 1954

REFERRED TO
Williams.
Rv State Highway Engineer
Please prepare answer

some local agitation for
e situation, about the install-
al. The location is at the
highway 101. In the main part
ay.
has been discussed at the council
nd we have written the proper
ent about it. I do not have the
all the answer was that the traffic
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s were made after our request had

c complaint has come from Mr.
a general merchandise store on
s intersection. He crosses it
several times a day in going from his store to his dwelling. His eye sight is not good and he contends that people drive to fast in the area and that they do not recognize the pedestrian's rights while in the pedestrian lane. We have had our city police check it many times and as usual nothing happens while they are giving the area special attention. There is no disputing the fact that the pedestrian traffic is heavier there than at any other intersection in the city.

RECEIVED
APR
TRAFFIC ENGINEER

The complainant seems to think that the City government is opposed to the light installation and are only making a half hearted effort to further the installation. I have explained that your department have a rather rigid policy on these installations governed by the traffic density and other problems and that this corner does not qualify. The man seems to make it a personal issue and I would like a letter from your department indicating definitely that you can or cannot make the installation. If you cannot then I trust that the letter will include the reasons why it does not qualify.

I am sorry to put your office to thee added work to answer this problem but I am getting weary talking to the man about it.

With best personal regards, I am

Sincerely Yours,

F E Gilkey

F. E. Gilkey, Mayor

City of Newport
NEWPORT, OREGON

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

March 31, 1954

REFERRED TO
Williams.
By State Highway Engineer
Please prepare answer

Mr. R. H. Baldock,
State Highway Department
Salem, Oregon.

Dear Friend;

We have had some local agitation for some time, not over the vice situation, about the installation of a stop and go signal. The location is at the intersection of Hurbert and highway 101. In the main part of the town along the highway.

The matter has been discussed at the council meetings at various times and we have written the proper authorities in your department about it. I do not have the correspondence but as I recall the answer was that the traffic day after day did not warrant such an installation. I know that at times traffic counts were made after our request had been submitted.

RECEIVED
APR
TRAFFIC ENGINEER

Our chronic complaint has come from Mr. O. E. Franzke who operates a general merchandise store on the south east corner of the intersection. He crosses it several times a day in going from his store to his dwelling. His eye sight is not good and he contends that people drive to fast in the area and that they do not recognize the pedestrian's rights while in the pedestrian lane. We have had our city police check it many times and as usual nothing happens while they are giving the area special attention. There is no disputing the fact that the pedestrian traffic is heavier there than at any other intersection in the city.

The complainant seems to think that the City government is opposed to the light installation and are only making a half hearted effort to further the installation. I have explained that your department have a rather rigid policy on these installations governed by the traffic density and other problems and that this corner does not qualify. The man seems to make it a personal issue and I would like a letter from your department indicating definitely that you can or cannot make the installation. If you cannot then I trust that the letter will include the reasons why it does not qualify.

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With best personal regards, I am

Sincerely Yours,

F. E. Gilkey

F. E. Gilkey, Mayor

RECEIVED
JUN 6 - 1956
FOR FILING

[illegible]

4719

June 6, 1956

Trowbridge Electric Co.
622 S. E. Jackson
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4719 for installation of traffic signals at two intersections on the Olive-Street-Harbert Street Section of Oregon Coast Highway in the city of Newport, in Lincoln County.

This award was based on your bid of $11,350, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:bim

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

S-204(6) Siletz-Camp 12 Sec., Siletz 1956
Hwy.
#4720

S-204(6) Siletz-Camp 12 Sec., Siletz 1956
Hwy.
#4720

RECEIVED
MAY 30 1958
FOR FILING

NOTED
W. C. WILLIAMS

W.C. Williams

May 14th, 1958

Siletz-Camp 12 Section
Contract #4720

FINAL COST ANALYSIS

Siletz Highway
Prefix 121-1043

Project #S-204(8)
Don Green and Green & Buick, Inc., Contractor
Richard F. Lytle, Resident Engineer

[illegible] (8)

Item 4720	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) Clearing & Grubbing	All	All	$12,000		$ 9,897.51	$ 12,000.00
(1) Drainage Excavation	858.17	Cu. Yd.	3.00	2.50	2,151.21	2,574.51
(1) Gen'l. Excavation	104,955.8	" "	0.44	0.45	47,070.71	46,180.55
(1) Short Overhaul	299,923	Yd. Sta.	0.01	0.01	3,102.93	2,999.23
(1) Long Overhaul	1,788	C-Yd. Sta.	0.50	0.54	963.40	894.00
(1) Finish R/B & Slopes	.82	Mile	1,000.00	866.74	710.73	820.00
(1) Corr. Metal Pipe 12"	202	Lin. Ft.	3.00	2.79	562.86	606.00
(1) " " " 36"	218	" "	12,50	9.95	2,168.02	2,725.00
(1) " " " 60"	160	" "	30.00	26.09	4,174.22	4,800.00
(1) 18" Concrete Culv. Pipe	3	" "	4.00	2.84	8.52	12.00
(1) 36" Elliptical Inlet	1	Each	150.00	114.43	114.43	150.00
(1) Salvaging Culvert Pipe	58	Lin. Ft.	2.50	1.55	89.74	145.00
(1) 8" Perf. Metal Drain Pipe, Uncoated	82	" "	2.00	1.32	108.05	164.00
(1) Special Backfill in Drains	6.03	Cu. Yd.	5.00	4.74	28.59	30.15
(1) Metal Guard Rail	537	Lin. Ft.	2.50	2.27	1,218.46	1,342.50
(1) Metal Sight Posts	41	Each	3.00	2.35	97.86	123.00
(1) Coarse Mat'l. in Base	6,665	Cu. Yd.	4.10	3.77	25,137.99	27,326.50
(1) 3/4"-0 Cr. Mat'l. in Base	850	" "	4.35	3.97	3,376.82	3,697.50
(1) Sprinkling	110	M/Gal.	2.50	2.35	258.69	275.00
(1) Preparation of Base	.82	Mile	400.00	347.64	285.07	328.00
(1) & (2) 3/4"-0 Mat'l. in Binder Course	120	Cu. Yd.	4.35	4.27	512.29	522.00
(2) RC-3 Asphalt in Binder Course	19.94	Ton	60.00	46.68	930.81	1,196.40

DF

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) & (2) Furnish & Place Aggregates	517	Cu. Yd.	$ 5.25	$ 5.00	$ 2,587.36	$ 2,714.25
(2) RS-1 Asphalt	11.71	Ton	60.00	46.22	541.28	702.60
(1) PA #1, Pit Run Rock in Base	1,747.5	Cu. Yd.	2.00	1.76	3,069.15	3,495.00
(1) PA #2, Quarry Run Rock	294	" "	4.10	3.55	1,044.42	1,205.40
(2) PA #3, 120-150 Asphalt	35.58	Ton	60.00	43.93	1,563.05	2,134.80
(1) PA #4, 24" Concrete Culvert Pipe	78	Lin. Ft.	7.00	4.78	373.08	546.00
(1) PA #5, Purchase Excess Metal Guard Rail	362.5	" "	1.56	1.56	565.50	565.50
(1) Purchase Excess Metal Sight Posts, PA #5	9	Each	1.35	1.35	12.15	12.15
(1) Force Account					803.57	863.73
					$113,528.47	$121,150.77

	Gross Revenue	Total Cost	Profit	% of Profit
Greene & Buick	$116,398.72	$109,655.69	$6,743.03	5.8%
Central Paving Co.	4,752.05	3,872.78	879.27	18.5%
	$121,150.77	$113,528.47	$7,622.30	6.3%

Detail of Cost

Labor:

Labor	$30,838.03	
Labor Insurance	2,312.85	
Health and Welfare	925.14	$ 34,076.02

Materials:

12" Corr. Metal Pipe	202	Lin. Ft.	at $	2.00	$ 404.00	
12" " " Bands	10	Each	"	2.00	20.00	
36" " " Pipe	218	Lin. Ft.	"	8.51	1,855.18	
36" " " Bands	11	Each	"	8.51	93.61	
60" " " Pipe	160	Lin. Ft.	"	19.82	3,171.20	
60" " " Bands	7	Each	"	39.64	277.48	
18" Concrete Pipe	3	Lin. Ft.	"	2.20	6.60	
36" Elliptical Inlet	1	Each	"	84.56	84.56	
Metal Guard Rail Incl. Posts	537	Lin. Ft.	"	1.56	837.72	
Metal Sight Posts	41	Each	"	1.35	55.35	
8" Perf. Metal Drain Pipe	82	Lin. Ft.	"	0.98	80.36	
8" " " Bands	2	Each	"	1.16	2.32	
24" Concrete Culvert Pipe	78	Lin. Ft.	"	3.60	280.80	
Am't. Paid for Rock from Calkins, Delivered					24,842.75	
RC-3 Asphalt	19.94	Ton	"	27.25	543.37	
RS-1 "	11.71	"	"	26.80	313.76	
120-150 Asphalt	35.58	"	"	24.50	871.71	
Freight on Asphalt	67.23	"	"	5.20	349.60	34,090.37

Equipment Rentals & Misc. Supplies:

Equipment Rentals, Owned	$27,578.33	
" " , Hired	5,120.61	
Gas, Oil and Grease	5,726.42	
Bond	726.90	
P.U.C.	98.75	
P.L. and P.D. Insurance	385.48	
Small Tools and Misc. Supplies	1,211.50	
Freight and Cartage	879.57	
Home Office and General Overhead	3,634.52	45,362.08
		$113,528.47

DE

Siletz-Camp 12
Contract #4720

Detail of Cost
Greene & Buick

Labor:

Labor	$30,197.94	
Labor Insurance	2,264.85	
Health and Welfare	905.94	
		$33,368.73

Materials:

12" Corr. Metal Pipe	202 Lin. Ft.	at $	2.00	$ 404.00	
12" " " Bands	10 Each	"	2.00	20.00	
36" " " Pipe	218 Lin. Ft.	"	8.51	1,855.18	
36" " " Bands	11 Each	"	8.51	93.61	
60" " " Pipe	160 Lin. Ft.	"	19.82	3,171.20	
60" " " Bands	7 Each	"	39.64	277.48	
18" Concrete Pipe	3 Lin. Ft.	"	2.20	6.60	
36" Elliptical Inlet	1 Each	"	84.56	84.56	
Metal Guard Rail Incl. Posts	537 Lin. Ft.	"	1.56	837.72	
Metal Sight Posts	41 Each	"	1.35	55.35	
8" Perf. Metal Drain Pipe	82 Lin. Ft.	"	0.98	80.36	
8" " " Bands	2 Each	"	1.16	2.32	
24" Concrete Culvert Pipe	78 Lin. Ft.	"	3.60	280.80	
Am't. Paid for Rock from Calkins, Delivered				24,842.75	
					32,011.93

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	$27,063.09	
" " , Hired	5,120.61	
Gas, Oil and Grease	5,575.42	
Bond	726.90	
P.U.C.	83.50	
P.L. & P.D. Insurance	377.48	
Small Tools & Misc. Supplies	1,211.50	
Freight & Cartage	624.57	
Home Office & General Overhead	3,491.96	
		44,275.03

Total Cost $109,655.69

DE

Siletz-Camp 12
Contract #4720

Detail of Cost
Central Paving Co.

Labor:				
Labor			$640.09	
Labor Insurance			48.00	
Health and Welfare			19.20	
				$ 707.29
Materials:				
RC-3 Asphalt	19.94	Ton at $27.25	$543.37	
RS-1 "	11.71	" " 26.80	313.76	
120-150 Asphalt	35.58	" " 24.50	871.71	
Freight on Asphalt	67.23	" " 5.20	349.60	
				2,078.44
Equipment Rental & Misc. Supplies:				
Equipment Rental, Owned			$515.24	
Gas, Oil and Grease			151.00	
P.U.C.			15.25	
P.L. & P.D. Insurance			8.00	
Home Office and Overhead			142.56	
Move In, Freight and Cartage			255.00	
				1,087.05
Total Cost				$3,872.78

Siletz-Camp 12
Contract #4720

Remarks:

This was a "Federal Aid Secondary Project" calling for the grading and oiling of 0.82 mile of highway roadbed on the Siletz-Camp 12 Section of the Siletz Highway in Lincoln County.

The contract was bid and awarded June 4th, 1956. Work started June 25th, 1956 and the project was completed October 25th, 1957.

The contractor moved in a D-4 cat and dozer and a crew of 7 men on June 25th, 1956 and started clearing. This consisted of large trees and dense brush and old logs overgrown with brush, making it difficult to clear efficiently. The clearing was completed September 15th, 1956.

The contractor started the excavating August 22nd, 1956 at Station 379, hauling the material to the fill between Station 373 and 366 with two Tournapulls, one D-W 21 and one D-8 cat for pushing. After three weeks on the grading in this cut, rock was encountered. One D-8 cat with a ripper was used until the material was too tough to rip, and a drilling crew was moved in and started drilling this cut, which required two weeks to drill and blast. After this was done, the rainy season started and the contractor moved his grading equipment out for the winter.

The contractor installed the 60" corr. metal pipe at Station 386+60 and 36" pipe at Station 372+50 during the winter. The fill settled at Station 372+50 and pulled the pipe apart and collapsed the ends, which required the use of a $\frac{1}{2}$ cu. yd. shovel with dragline bucket to remove the dirt and mud, and then the end of the pipe had to be cut off to allow the water to get through.

The contractor hauled quarry run rock and pit run rock on a portion of the roadbed to permit the property owners access to their homes, then closed down all operations for the winter.

The grading work was resumed July 23rd, 1957 with one D-8 cat and dozer, one D-W 21 scraper unit, one Model C Tournapull and one cat #12 grader. The grading was completed August 31st, 1957. The contractor suffered a small loss on the excavation.

The Calkins Crushing Co. furnished all of the crushed rock. The oiling aggregate was hauled and stockpiled near the project. The base rock was hauled and placed on the roadbed and processed with hired equipment.

The Central Paving Co. did the oiling on this project, which was completed in 2 days.

The contractor had good bid prices, good equipment and supervision, realizing a fair profit.

M. N. Juve
Chief Cost Analyst

By . . George Kayser

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DEC 31 1957
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OREGON STATE HIGHWAY DEPARTMENT
(date)
December 30, 1957

(CONTRACT NO.) *S-304(6)*	(EST. NO.)	(CONTRACTOR)	
4720	12-Final	Don Greene and Green & Quick, Inc.	
(VOUCHER NO.) *4720*	(WARRANT NO.)	(AMOUNT)	(DATE)
29771	H200406	$ 3,669.53	12/27/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: Oct. 25, 1957

Completion Date: Oct. 25, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 30, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 30 1957
GRW.

NOTED ON CARD
DM

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DEC 18 1957
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4720

December 17, 1957

CERTIFIED MAIL

National Surety Corporation
401 California Street
San Francisco, Calif.

Attention: Fidelity & Surety Dept.

Gentlemen:

State Highway Contract No. 4720 for work performed on the Siletz-Camp 12 Section of the Siletz Highway in Lincoln County was completed by the contractor, Don Greene & Greene & Buick, I nc., Salem, on October 25, 1957 and was formally accepted by the Highway Commission on December 5, 1957.

Final payment in the amount of $3,669.53 will be released to the contractor on or after December 27, 1957. The total contract amount is $121,150.77, of which amount $863.73 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

NOTED ON CARD
12-17-57
fp

FORM E-120

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISTER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

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8204(6)
4-[illegible]

Dec. 5, 1957

Don Greene & Greene & Buick, Inc.
275 State St.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Dec. 5, 1957, had under discussion your request for an extension of time from Sept. 15, 1956, to Oct. 25, 1957, within which to complete your contract No. 4720, for grading and oiling on the Siletz-Camp 12 Section of the Siletz Highway in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
J. D. Walker
Richard Lytle

NOTED ON CARD
OM

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DEC 5 1957
FOR FILING

December 4, 1957

Oregon State Highway Commission

Request for extension of time
No. 7
December 5 and 6 meeting

Gentlemen:

Herewith is a request from Greene & Buick, Inc. for an extension of time on the Siletz-Camp 12 Contract, No. 4720, from September 15, 1956 to October 25, 1957.

Noncompletion of the bridge on this section, which was under separate contract, delayed the contractor in constructing the bridge approaches. Also, not being able to secure guardrail material further delayed the completion of this contract. We suffered no additional engineering costs because of the overrun and I am recommending that the extension be granted without penalty.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:dmh fn

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FOR FILING

S-204 (c)

4720

Nov. 15, 1957

CERTIFIED MAIL

National Surety Corporation
401 California St.
San Francisco, Calif.

Attn.: Fidelity & Surety Dept.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Don Greene and Greene & Buick, Inc., in connection with Contract No. 4720, for grading and oiling on the Siletz-Camp 12 Section of the Siletz Highway in Lincoln County. This payment, in the amount of $5,723.06, will be released to the contractor on or after Nov. 25, 1957. The retained percentage is $3,633.44.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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lm

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FOR FILING

4720

October 29, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 25, 1957, on Contract No. 4720, Siletz-Camp 12 Section, in Lincoln County, in connection with Federal Aid Project No. S-204(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swenson

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 26 October, 1957

Section Siletz - Camp 12

Kind of work Grading & Oiling

Highway Silbtz County Lincoln

Section préfix 121-1045

Contractor Don Greene & Greene & Buick, Inc.

Contract number 4720

Date of contract 4 June 1956

Completion Dat5e 15 September 56

Date work started 25 June, 1956

Est. Completion Date 25 October 57

~~Work days used~~

Project authorization $142,175.25

Exclusive of engineering $132,065.01

Per cent of time elapsed 494.2 %

Estimated cost of completed project, exclusive of engineering $125,158.08

Estimated per cent ~~[illegible]~~ underrun 5.31 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $10,110.24

Engineering cost to date $10,097.88, 99.9 %

Date project was completed 25 October, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor Completed Aligning Guard Rail Friday Morning.

Semi-Final Estimate to be Sent In Early Next Week.

FINAL REPORT ON THIS PROJECT

NOTED

CONSTRUCTION DIVISION
RECEIVED
OCT 28 1957
NOTED— CE ACE ACE COE

Noted
M. N. Juve

Signed Richard F. Lytle

Address P. O. Box 37, Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 136

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.82	0.82		0.82	
Miles partially completed					
Miles completed	0.82	0.82		0.82	
Total estimated quantities (contract)	101,000	8,350		670 Agg. 72 011	
Total quantities corrected to date					
Estimated quantities moved or placed to date	104,955.8	7,515		637 Agg. 67.25 011	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	CLEAR		
Monday	CLEAR		
Tuesday	RAIN		
Wednesday	SHOWERS		
Thursday	CLOUDY		
Friday	CLOUDY		
Saturday	CLOUDY		

CP[illegible]2140

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Lincoln
Project No. S-2[illegible](6)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 14th day of August, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 10th day of May, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.819 miles of grading, draining and two-lane high type pavement
(Character of work)

between F.A. Route 22 in Toledo vicinity and F.A. Route 2 in Kernville
(Control points)

consisting of 0.819 miles of roadway and no (Number) bridges ~~totaling ______ miles in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eighty-one thousand and 00/100 dollars ($81,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred thirty-one thousand, one hundred fifty and 80/100 dollars ($131,150.80).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL
Deputy State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—33205

August 13, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing two copies of project agreement, signed by the Highway Commission for the Siletz-Camp 12 Section, Project No. S-204(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWM:ia

Encl.

4720

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Siletz - Camp 12 Section
Siletz Highway
Lincoln County

NATURE OF WORK:

Grade and Oil

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4720 Don Greene & Greene & Buick 6-4-56

DATE OF COMPLETION:

9-15-56

REMARKS:

June 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the Siletz-Camp 12 Section, Project No. S-204(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JMW:ab

Oregon State Highway Department

Federal Aid Secondary
Project No. S-204(6)

SILETZ-CAMP 12 SECTION
OF THE SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Type Code 5231
Roadway (Sta. 365+00 to Sta. 410+36)(Contract No. 4720)

Salem, Oregon, June 13, 1956

All Required	Clearing and Grubbing		$ 12,000.00
480 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	1,440.00
101,000 cu. yds.	General Excavation, Unclassified	0.44	44,440.00
307,000 yd. sta.	Short Overhaul	0.01	3,070.00
1,700 C-yd. sta.	Long Overhaul	0.50	850.00
0.82 mile	Finishing Roadbed and Slopes	1,000.00	820.00
350 lin. ft.	12-inch Corrugated Metal Pipe	3.00	1,050.00
150 lin. ft.	36-inch Corrugated Metal Pipe	12.50	1,875.00
140 lin. ft.	60-inch Corrugated Metal Pipe	30.00	4,200.00
12 lin. ft.	18-inch Concrete Pipe	4.00	48.00
1 only	36-inch Elliptical Inlet	150.00	150.00
80 lin. ft.	Salvaging Culvert Pipe	2.50	200.00
330 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	660.00
660 lin. ft.	8-inch Perforated Metal Drain Pipe	2.00	1,320.00
300 cu. yds.	Special Backfill in Drains	5.00	1,500.00
970 lin. ft.	Metal Guard Rail	2.50	2,425.00
50 only	Metal Sight Posts	3.00	150.00
7,400 cu. yds.	Coarse Crushed Material in Base	4.10	30,340.00
950 cu. yds.	3/4" - 0 Material in Base	4.35	4,132.50
200 M-gal.	Sprinkling	2.50	500.00
0.82 mile	Preparation of Base	400.00	328.00
120 cu. yds.	3/4" - 0 Material in Binder Course	4.35	522.00
20 tons	RC-3 Asphalt in Binder Course	60.00	1,200.00
550 cu. yds.	Furnishing and Placing Aggregates	5.25	2,887.50
40 tons	150-200 Asphalt	60.00	2,400.00
12 tons	RS-1 Asphalt	60.00	720.00
		Subtotal	$119,228.00
		10% Engr. & Cont.	11,922.80
		Total	$131,150.80

Length of Roadway 0.819 mile
Length of 1 Structure 0.059 mile (Exception
Total Length 0.878 mile
Cost of Roadway per mile $160,135.28

Federal Funds- $ 81,000.00
State Funds- 50,150.80
$131,150.80

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-204(6)

SILETZ-CAMP 12 SECTION OF THE SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1956

Type Code 5231
Roadway (Sta. 365+00 to Sta. 410+36)(Contract No. 4720)

All Required	Clearing and Grubbing		$ 12,000.00
480 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	1,440.00
101,000 cu. yds.	General Excavation, Unclassified	0.44	44,440.00
307,000 yd. sta.	Short Overhaul	0.01	3,070.00
1,700 C-yd. sta.	Long Overhaul	0.50	850.00
0.82 mile	Finishing Roadbed and Slopes	1,000.00	820.00
350 lin. ft.	12-inch Corrugated Metal Pipe	3.00	1,050.00
150 lin. ft.	36-inch Corrugated Metal Pipe	12.50	1,875.00
140 lin. ft.	60-inch Corrugated Metal Pipe	30.00	4,200.00
12 lin. ft.	18-inch Concrete Pipe	4.00	48.00
1 only	36-inch Elliptical Inlet	150.00	150.00
80 lin. ft.	Salvaging Culvert Pipe	2.50	200.00
330 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	660.00
660 lin. ft.	8-inch Perforated Metal Drain Pipe	2.00	1,320.00
300 cu. yds.	Special Backfill in Drains	5.00	1,500.00
970 lin. ft.	Metal Guard Rail	2.50	2,425.00
50 only	Metal Sight Posts	3.00	150.00
7,400 cu. yds.	Coarse Crushed Material in Base	4.10	30,340.00
950 cu. yds.	3/4" - 0 Material in Base	4.35	4,132.50
200 M-gal.	Sprinkling	2.50	500.00
0.82 mile	Preparation of Base	400.00	328.00
120 cu. yds.	3/4" - 0 Material in Binder Course	4.35	522.00
20 tons	RC-3 Asphalt in Binder Course	60.00	1,200.00
550 cu. yds.	Furnishing and Placing Aggregates	5.25	2,887.50
40 tons	150-200 Asphalt	60.00	2,400.00
12 tons	RS-1 Asphalt	60.00	720.00
		Subtotal	$119,228.00
		10% Engr. & Cont.	11,922.80
		Total	$131,150.80

Length of Roadway 0.819 mile
Length of 1 Structure 0.059 mile (Exception
Total Length 0.878 mile
Cost of Roadway per mile $160,135.28

Federal Funds- -	$ 81,000.00
State Funds- -	50,150.80
	$131,150.80

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maint: Chap. 529, laws 1939.

FORM E-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
AUG 3 1956
FOR FILING

5-204(6)

47-0

August 2, 1956

W. C. WILLIAMS

Consumers Power, Inc.
2100 North 9th Street
Corvallis, Oregon

Attention: Mr. B. R. Little, Manager

Re: Replacement Power Pole- File No. 23815
Siletz-Camp 12 Section
Siletz Secondary Highway

Dear Sir:

Your letter of July 14, your File E-1, relative to relocating your power pole number E704 L9 which is at the south end of the new Siletz Bridge at Highway Engineer's Station 396+50, has been referred to this office.

This is to request that the power pole in question be relocated as may be designated by the Department's Engineer, with the understanding that you will be reimbursed for the necessary and proper costs incidental thereto which you have estimated to be $314.70. It should be understood, however, that no reimbursement will be made for improvement of your facilities not rendered essential by the moving work.

On July 26, I wrote to you relative to the replacement of your power pole E815 on the Wade Creek Section, which was referred to as being at Highway Engineer's Station 925. This was in error as the reference should have been to Highway Station 95+25.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams ✓
Mr. L. H. Young
Mr. C. H. Maison

RECEIVED
AUG 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1956
FOR FILING

FORM 2-30X—30M—11-30—90228

S-14(6)

4750

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1956

SUBJECT: Siletz-Camp 12 Section
Siletz Secondary Highway

To:

Mr. C. W. Enfield
Chief Counsel

Office

Attention: Mr. J. W. DeSouza

There is a power pole on the centerline at Station 396+50 which is in the way of proposed construction work on this section. This power pole is on private property. It must be relocated and the whole line crossing the new highway raised because of the fill being constructed at this point. The Consumers Power, Inc., 2100 North 9th Street, Corvallis, owners of the pole, have given us an estimate of $314.70 to relocate this pole and raise the line.

It is clearly the obligation of the State to pay for this revision in the power facilities. I therefore recommend that a letter be directed to the power company requesting that they move the pole and raise the line, and giving them assurance that we will pay the cost of re-arranging these facilities.

I am forwarding through regular channels a State Force Order providing for payment for this work.

L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:ep

Encl.

cc - Mr. W. C. Williams

RECEIVED
JUL 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1956

SUBJECT: Order for State Force Work
Siletz-Camp 12 Section
Siletz Secondary Highway
Lincoln County

To:

Mr. Forrest Cooper
Construction Engineer
Office

Herewith Order for State Force Work under Contract No. 4720 for adjustment of utilities on the subject project.

Also attached is an estimate from the Consumers Power, Inc., and a letter of explanation from the Resident Engineer.

J. D. Walker
Division Engineer
By Maurice N. Juve
Maurice N. Juve
Assistant Division Engineer

MNJ:AM

FORM E-30X 25M 8-50 42299

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Newport, Oregon
July 23, 1956

SUBJECT: Relocation of Power Pole
Siletz - Camp 12 project

To:

Mr. J. D. Walker
Division Engineer
State Highway Bldg.
Salem, Oregon

RECEIVED
[illegible]
DIVISION NO. 2

Attached is a letter from Consumers Power, Inc. of Corvallis. It is an extimate of $314.70 for the cost for relocating a power pole and installing a second pole to cross the new roadbed.

The existing pole is on centerline at station 396+50, on the Siletz - Camp 12 Section of the Siletz Highway, Contract No. 4720. There is a fill at this station of approximately 20 feet. This is probably the reason for replacing the one pole with two.

No funds are set up on this project for adjusting utilities.

Cannon H. Jones

Cannon H. Jones
Resident Engineer

HONE PLAZA 3-6693

CONSUMERS P [illegible] **NC.**

ILING ADDRESS
OFFICE BOX 871
ALLIS, OREGON

2100 NORTH 9TH STREET, CORVALLIS,

[illegible] 14, 1956

In reply refer to E-1

Oregon State Highway C [illegible]
Resident Construction E [illegible]
Northeast Bradshaw Stre [illegible]
Newport, Oregon

Gentlemen:

We have investigate [illegible] relocat [illegible] umber E704 L9 at the south end [illegible] Bridge. C [illegible] s based upon the removal of the [illegible] he additio [illegible] poles -- one on each side of the p [illegible] way.

Based upon our sta [illegible] stimate tha [illegible] will cost $314.70. If this is satis [illegible] tify us so th [illegible] schedule this job in conjunction wi [illegible] n north of S [illegible] the Salem Department has requeste [illegible]

If you desire any fu [illegible] or want m [illegible] ce in this matter, please contac [illegible]

[illegible] ly yours,

[illegible] MERS POW [illegible]

[illegible] ittle, Man [illegible]

RECEIVED
JUL 18 1956
FOR FILING

S-204 (6)
4720

July 17, 1956

Don Greene & Greene & Buick, Inc.
275 State Street
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4720, which was awarded to you by the State Highway Commission on June 4, for grading and oiling on the Siletz-Camp 12 Section of the Siletz Highway in Lincoln County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 2 1956
FOR FILING
S-204(6)
-11-[illegible]

June 29, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 25, 1956 on Contract No. 4720, Siletz-Camp 12 Section, in Lincoln County, in connection with Federal Aid Project No. S-204(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:bb

RECEIVED
JUN 6 - 1956
FOR FILING

4720

June 6, 1956

Greene and Bulck, Inc.
275 State Street
Salem, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4720 for grading and oiling on the Siletz-Camp 12 Section of the Siletz Highway, southerly from Siletz, in Lincoln County.

This award was based on your bid of $119,228, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

FORM E-123 50M REVISED 2-53

RECEIVED
MAY 31 1956
FOR FILING

S-204(6)

4770

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 29, 1956

Mr. J. Bacaloff
J. Bacaloff Co.
6009 N. E. 60th Avenue
Portland 13, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Bacaloff:

Reference is made to your inquiry of May 25, 1956, Siletz-Camp 12 Section of the Siletz Highway, regarding provisions for traffic.

Please be advised that it will be necessary that residents living along the existing private road referred to in your letter will have to have all weather access and egress. It will, therefore, have to remain open unless a plan can be devised that will accomplish this purpose satisfactorily.

Very truly yours,

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

cc - W. C. Williams ✓
J. D. Walker

RECEIVED
MAY 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

J. BACALOFF CO.
GENERAL CONTRACTORS
6009 N. E. 60TH AVENUE PORTLAND · 13 · OREGON

May 25, 1956

Oregon State Highway Commission
Construction Division
State Highway Building
Salem, Oregon

Gentlemen;

Reference is made to your Project No. 33 - Lincoln County, Siletz-Camp 12 Section of Siletz Highway, Southerly from Siletz Highway; Bids to be opened on June 4th, 1956.

On page 15 of your specifications;Topic: Provisions for traffic; It is indicated that existing public roads will not be closed to traffic except for short periods of time. On the plans you will note an existing private road beginning at station 367 and running along the proposed new highway, crossing back and forth in several places, to station 392. I understand this is an entirely private road serving both residences and logging operations. Shall this road be kept open during the course of construction? This is a very important point in bidding this project as keeping this road open to traffic will be very costly to the contractor involved.

Please answer in return mail.

Yours truly,

J. BACALOFF CO.

by: Bacaloff

JB/d

R[illegible]D

IN-FI 67(5) Olds Ferry-Ontario Sec. 1956

#4721

RECEIVED
MAR 24 1958
FOR FILING

4-1

March 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to work performed by the Idaho Power Co. in connection with adjustment of their power line on the Olds Ferry-Ontario Section, Project No. IH-FI-67(5).

Your approval of this work was made subject to GAM 300 but since this memo is now superseded by PPM 30-4 it is requested that reimbursement for the power company work, their bills ER 11-65 and TR-1011, be allowed under PPM 30-4, with particular reference to paragraph 1b.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWM:bb

RECEIVED
OCT 25 1957
FOR FILING

4721 08-35

file

October 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project IN-FI-67(5)
Olds Ferry-Ontario Section

Dear Sir:

We are returning herewith a copy of the Idaho Power Company bill in the amount of $4,338.25, claimed on Final Voucher for the above project.

As this bill is not compiled in sufficient detail to make a comprehensive audit, it will be necessary for the Power Company to revise their billing in accordance with Section XIII (C) and (D), such as: Show unit price for material, rate per hour for each employee, what transportation and truck expense consists of, list men and amounts for living expenses, dates and items for switching costs, list in detail "General Overhead", and show location where records and accounts of the costs billed can be audited.

We are still withholding approval of the revised estimate to include the above utility work as per our letter of July 15, 1957.

Very truly yours,

C. G. POLK
Division Engineer

Encl.

FORREST COOPER

A

RECEIVED
JUL 19 1957
FOR FILING

[illegible]

4721

08-35

July 15, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to the revised estimate on Project No. IR-FI-67 (5), Olds Ferry-Ontario Section, to include utility work performed by the Idaho Power Company, before approving the revised estimate it is necessary that we approve an agreement between the State and utility in accordance with GAM 300, Section VII.

The copies of correspondence between the State and Idaho Power Company, which we received from your office, are considered satisfactory, but no detailed and itemized estimate or drawings indicating the plan of the utility work were received.

Your revised estimate shows total cost of utility work in the amount of $4,338.25 whereas the Idaho Power Company's letter of January 6, 1956 estimates the total cost to be $2,959.00. It is also necessary that change orders be submitted and approved for any increase in accordance with GAM 300, Section VII-D.

Very truly yours,

C. G. POLK
Division Engineer

Original to
Mr. Nash

NOTED
FORREST COOPER

Mr. Williams

RECEIVED
MAY 6 - 1957
FOR FILING

NOTED
W. C. WILLIAMS

April 29th, 1957

Olds Ferry-Ontario Section
Contract No. 4721

FINAL COST ANALYSIS
Guard Rail and Snow Fence
McWaters Construction Co., Contractor
L. C. Johnson, Resident Engineer

Old Oregon Trail Highway
Prefix No. 23-1069

Item 4724	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail	43,663.3	Lin. Ft.	$2.19	$1.90	$ 82,742.78	$ 95,622.63
Metal Sight Posts	456	Each	2.40	2.25	1,026.59	1,094.40
4-Rail Metal Snow Fence	5,502	Lin. Ft.	3.25	3.20	17,603.27	17,881.50
PA #2, Purchase Excess Snow Fence	294	" "	2.50	2.50	735.00	735.00
PA #2, Purchase Excess Sight Posts (1 Piece)	31	Each	1.30	1.30	40.30	40.30
PA #2, Purchase Excess Sight Posts (2 Piece)	13	"	1.30	1.30	16.90	16.90
					$102,164.84	$115,390.73

Gross Revenue	$115,390.73
Total Cost	102,164.83
Net Profit	$ 13,225.90

Net Profit Equals 11.5% of Gross Revenue

Detail of Cost
Contract #4721

Labor:				
Labor and Supervision			$11,766.00	
Labor Insurance			954.59	$ 12,720.59
Equipment Rentals and Misc. Supplies:				
Equipment Rental, Owned			$ 2,548.40	
" " , Hired			2,181.50	
Gas, Oil and Grease			1,076.85	
Freight (Move In)			300.00	
Bond			690.00	
Small Tools and Misc. Supplies			500.00	
Home Office and General Overhead			3,400.00	10,696.75
Materials:				
Paint			$ 1,403.00	
Guard Rail, Nuts & Bolts	43,663.3 L.F.	at $0.94	41,043.50	
Posts, Treated Wood, for Guard Rail	3,521 Ea.	" 6.00	21,126.00	
Sight Posts	500 Ea.	" 1.30	650.00	
Snow Fence	5,810 L.F.	" 2.50	14,525.00	78,747.50
Total Cost				$102,164.84

Detail of Cost
Contract #4721

Labor:				
Labor and Supervision			$11,766.00	
Labor Insurance			954.59	$ 12,720.59
Equipment Rentals and Misc. Supplies:				
Equipment Rental, Owned			$ 2,548.40	
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Gas, Oil and Grease			1,076.85	
Freight (Move In)			300.00	
Bond			690.00	
Small Tools and Misc. Supplies			500.00	
Home Office and General Overhead			3,400.00	10,696.75
Materials:				
Paint			$ 1,403.00	
Guard Rail, Nuts & Bolts	43,663.3 L.F.	at $0.94	41,043.50	
Posts, Treated Wood, for Guard Rail	3,521 Ea.	" 6.00	21,126.00	
Sight Posts	500 Ea.	" 1.30	650.00	
Snow Fence	5,810 L.F.	" 2.50	14,525.00	78,747.50
Total Cost				$102,164.84

Remarks:

This was a "Federal Aid Interstate Project" consisting of the construction of 43,663.3 lineal feet of metal guard rail, installation of 456 metal sight posts and the construction of 5,502 lineal feet of snow fence.

This project was bid and awarded June 4th, 1956. Work on this project was started September 20th and completed January 10th, 1957.

The contractor started this project with a crew of three laborers and a truck-mounted, power-driven, 14-inch auger for drilling post holes. The procedure followed was to dig post holes three days in advance of setting the posts.

September 24th the contractor increased his crew to seven men. These additional men were used to set and tamp the guard rail posts. The writer noted the efficient method and system used in this procedure. The contractor used two spreader and spacer bars to set three posts at a time. This method was followed throughout the entire project. After the sections of posts were set, the metal member was assembled to the set posts. By October 13th approximately 5,000 lineal feet of guard rail had been assembled.

Construction of snow fence began October 18th. The crew had now been increased to twelve men. No snow fence was constructed during the week of October 27th due to the shortage of material.

Painting of the first coat of assembled guard rail was begun November 4th. The painting became a problem due to weather conditions, wind and cold. Painting was the cause of the request for extension of time on this contract.

The contractor made a good profit because of his efficient methods of construction and he experienced little difficulty in drilling post holes.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hanson

RECEIVED
MAR 19 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 14, 1957

IN-FI-67(5)
(CONTRACT NO.)

(EST. NO.)
6-Final

(CONTRACTOR)
McWaters Construction Co.

4721
4721
(VOUCHER NO.)
5648

(WARRANT NO.)
H-175973

(AMOUNT)
$ 3,461.72

(DATE)
3/14/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1956

Time Extensions: to Jan. 10, 1957

Completion Date: Jan. 10, 1957

Date Accepted: Feb. 28, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-18-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 18 1957

R Rawlings

NOTED ON CARD

4

RECEIVED
MAR 12 1957
FOR FILING

COMMISSIONERS
[illegible] CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

IN-FI-(47.5)

4721

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 11, 1957

McWaters Constr. Co.
P. O. Box 1955
Boise, Idaho

Gentlemen:

The State Highway Commission at its meeting held on February 28 and March 1 had under discussion your request for an extension of time from November 30, 1956 to January 10, 1957 within which to complete your contract No. 4721, covering guard rail and snow fence on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

E. S. Thompson,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
MAR 11 1957
FOR FILING

[illegible]

4721

March 8, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4721 for constructing guard rail and snow fence on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County was completed by the contractor, McWaters Construction Co., on January 10, 1957 and was formally accepted by the Highway Commission on March 1, 1957.

Final payment in the amount of $3,461.72 will be paid to the contractor on or after March 18, 1957. The total contract amount is $115,390.73 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

A

RECEIVED
FEB 18 1957
FOR FILING
[illegible]
[illegible]

February 11, 1957

Oregon State Highway Commission

Request for extension of time
No. 12
February 28 and March 1 meeting

Gentlemen:

Herewith is a request from McWaters Construction Company for an extension of time on the Olds Ferry-Ontario Section guardrail and snow fence contract No. 4721, from November 30, 1956 to January 10, 1957.

All work on this project, with the exception of the painting of the guardrail, was completed by the specified date. Cold and stormy weather prevented the completion of the painting until January 10. The State suffered no inconvenience or added expense because of the overrun, and I recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

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RECEIVED
FEB 1 1957

FOR FILING

IN-FI-67(5)

4721

January 31, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Olds Ferry-Ontario Guard Rail and Snow Fence, Contract No. 4721, Oregon IN-FI-67 (5), from November 30, 1956 to January 10, 1957 to McWaters Construction Company, contractors.

All work on this project with the exception of the painting of the guard rail was completed by November 30th. Cold, stormy and foggy weather prevented the completion of the painting until January 10th. The State suffered no inconvenience nor added expense because of the overrun, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
JAN 30 1957

FOR FILING

[illegible]

[illegible]

January 29, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to McWaters Construction Company in connection with contract No. 4721, for guard rail and snow fence on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County. This payment in the amount of $9,602.45 will be released to the contractor on or after February 8, 1957. The retained percentage is $3,461.72.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JAN 15 1957
FOR FILING

IN-FI-67(5)

4721

January 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on January 10, 1957, on Contract No. 4721, Olds Ferry Ontario(Guard Rail & Snow Fence) Section, in Malheur County, in connection with Federal Aid Project No. IN-FI-67(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP cr

cc: Clarence G. Swenson

Form 2-1-10M-1-56

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]

Field Engineer's Weekly Report

IN-FI.67(5)
4721

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 12, 1957

Section Olds Ferry-Ontario	Kind of work Guard Rail & Snow Fence
Highway Old Oregon Trail	Section prefix 22-1069
Contractor McWaters Construction Co	Contract number 4721
Date of contract June 4, 1956	Date of completion November 30, 1956
Date work started September 20, 1956	Estimated date of completion January 10, 1957
Project authorization $112,943.69 Exclusive of Engineering $102,783.24	Per cent of time elapsed 123 %

Estimated cost of completed project, exclusive of engineering $114,591.70

Estimated per cent overrun or underrun 14 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $10,165.24

Engineering cost to date $8,000, 79 %

Date project was completed January 10, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man worked most of two days cleaning up bad spots of paint finishing this contract on January 10, 1957.

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
D. J. BA[illegible]

NOTED
EDWARDS

221 of 180 days

RECEIVED
JAN 14 1957
OFFICE OF
CONST[illegible]

Signed L. C. Johnson

Address Box 412, Ontario, Oregon

NOTED
V. D. WOLFE

Mail original copy to Salem, send duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 98073

	Guard Rail ~~GRADING~~	Snow Metal Light Posts SURFACING	Snow Fence ~~ROAD STOCK~~ MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	13.0	13.0	13.0		
Miles partially completed	13.0	13.0	13.0		
Miles completed	13.0	13.0	13.0		
Total estimated quantities (contract)	[illegible]7,150	630	[illegible],000		
Total quantities corrected to date	[illegible],668	456	5,500		
Estimated quantities moved or placed to date	[illegible],663	[illegible]56	5,5[illegible]		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	Snow		
Tuesday	Snow		
Wednesday	Clear		
Thursday	Clear		
Friday	Pt Cldy		
Saturday	Overcast		

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OCT 17 1956
FOR FILING

74 I I - 7 (2)

4731

Salem, Oregon
October 16, 1956

Contract 4721
Guard Rail and Snow Fence

Mr. A. F. Parson

Attached hereto are seven copies of a price agreement covering a change in the specifications for the material entering into the metal snow fence on the Olds Ferry-Ontario section of the Old Oregon Trail Highway. This price agreement makes no change in the unit price or estimated quantities, nor does it change the specifications for the channels and angles of the fence frame. It increases the thickness of the steel plates forming the corrugated sections and brings the galvanizing in line with the specifications for steel roofing sheets.

Please secure the signatures of the contractor and resident engineer and return through channels.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
OCT 17 1956
FOR FILING

IN-FT-67(5)

4721

Salem, Oregon
October 16, 1956

Contract 4721
Guard Rail and Snow Fence

See Mr. O'Neil letter
10-26-56
Correct
Spec. & Plans.

Mr. S. H. Probert
Office Engineer

The specifications for metal guardrail used on the Olds Ferry-Ontario section call for galvanizing of the corrugated sheets under a specification that was written to apply to hardware that is galvanized after fabrication. This hardware specification, A 153-53, is all right for the channels and angles of the frame but the corrugated longitudinal members should be specified under ASTM A 361-55 T.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc: Mr. W. C. Williams

1

RECEIVED
SEP 27 1956
FOR FILING

IN-FI-67(5)
4721

September 26, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 20, 1956, on Contract No. 4721, Olds Ferry-Ontario (guard rail & snow fence) Section, in Malheur County, in connection with Federal Aid Project No. IN-FI-67(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:ia

RECEIVED
JUN 26 1956
FOR FILING

IN-FJ 41(5)

4721

June 26, 1956

McWaters Const. Co.
P. O. Box 1955
Boise, Idaho

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4721, which was awarded to you by the State Highway Commission on June 4, covering guard rail and snow fence on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County.

We are sending a copy of this contract to the surety on your performance bond also.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 6 - 1956
FOR FILING

IN-1 [illegible]

4721

June 6, 1956

McWaters Construction Company
Box 1955
Boise, Idaho

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4721 for construction of guardrail and snow fence on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway, northwest from Ontario, in Malheur County.

This award was based on your bid of $125,365.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JUN 6 - 1956
FOR FILING

IN-1 [illegible]

4721

June 6, 1956

McWaters Construction Company
Box 1955
Boise, Idaho

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4721 for construction of guardrail and snow fence on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway, northwest from Ontario, in Malheur County.

This award was based on your bid of $125,365.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JUN 8 - 1956
FOR FILING
OREGON DISTRICT

[illegible]
08-35 4721

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 4, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4721 for guardrail and snow fence on Oregon Project IN-FI-67(5), Olds Ferry-Ontario Section of the Old Oregon Trail Highway, to McWaters Const. Co. of Boise, Idaho, low bidder in the amount of $125,365.50 at the June 4, 1956 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
JUN 7 1956
OREGON
STATE HIGHWAY COMMISSION

29-3318 Cape Lookout State Park 1956

4722

RECEIVED
JUN 11 1957
FOR FILING

[illegible]

4722

June 10, 1957

Mr. C. Ray Johnson
Firestone Building
Tillamook, Oregon

Dear Sir:

Your affidavit of claim in behalf of Henry W. Wedekind, for supplies furnished to Du-All Construction Company in Cape Lookout State Park, has been forwarded to this office for reply. As requested, we are enclosing a certified copy of contract and bond No. 4722.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Assistant Secretary

FAQ:fp
Enc.

cc Mr. Henry Wedekind
P. O. Box 47
Netarts, Oregon

MARK O. HATFIELD
SECRETARY OF STATE
SALEM, OREGON

June 7, 1957

COPY

4722

Mr. C. Ray Johnson
Firestone Bldg.
Tillamook, Oregon

Dear Mr. Johnson:

Acknowledgment is made of the affidavit of June 6th, by Henry W. Wedekind, requesting application for a certified copy of bond or bonds relating to a notice of claim filed in this office May 14, 1957, our file No. 5978.

All bonds, contracts and etc., covering State Highway construction work are in the custody of the State Highway Commission and we are referring your affidavit to that department for their attention.

Sincerely,

MARK O. HATFIELD
Secretary of State

By

Clerk
Records Division

GB:m

cc; State Highway Commission
Salem, Oregon

RECEIVED
JUN 1[illegible] 1957

Mark O. Hatfield
Secretary of State
Salem, Oregon

Re: Your File No. 3578
Du-All Construction Company, subcontractor of Schrader Construction Company, principal, and Standard Accident Insurance Company, surety for the extension of overnight camping area in the Cape Lookout State Park in Tillamook County, Oregon.

I, the undersigned Henry Wedekind, being first duly sworn, on oath depose and say:

That in conformance with Section 279.512, O. R. S., I hereby make application for a certified copy of the bond or bonds relating to the above indicated contract, and I do so upon the premise that I have supplied to the Du-All Construction Company, in relation to the said contract, gasoline, oil, brake fluid, all as more particularly set forth in that notice of claim dated the 15th day of May, 1957, and upon which I received acknowledgment from the office of the Secretary of State under the latter's letter of May 17, 1957, the said acknowledgment being signed by George C. Stephens, Clerk, Records Division; that all of the supplies thus delivered to the Du-All Construction Company were supplied in relation to the contract above mentioned; that my claim amounts to the sum of $476.75, no part of which has been paid by the Du-All Construction Company or the surety in this instance; that I make this application for a certified copy of the bond or bonds, since I expect to file, through my attorney, C. Ray Johnson, Firestone Building, Tillamook, Oregon, an action upon the said bond or bonds in order to recover the moneys owing to me for the materials so supplied as set forth above.

Henry Wedekind

Henry Wedekind
P. O. Box 47
Netarts, Oregon

STATE OF OREGON)
)ss.
County of Tillamook)

On this 16th day of June, 1957, before me, the undersigned, a notary public in and for said county and state, appeared the within named Henry Wedekind, who is known to me to be the identical individual described in and who executed the within instrument, and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public for Oregon
My commission expires: 7/26/58

RECEIVED
MAY 22 1957
FOR FILING

29 3218

4722

filing

May 21, 1957

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

ATTENTION: Geo. C. Stephens
Records Division

Dear Sir:

Thank you for your letter of May 17 to which was attached 3 copies of a claim filed with your office by Henry Wedekind against Du-All Construction Company, subcontractor for Schrader Construction Company, on our contract #4722.

The claim is for $476.75 and bears your file #3578.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

MARK O. HATFIELD
SECRETARY OF STATE
SALEM, OREGON

May 17, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from C. Ray Johnson, Attorney, Tillamook, and filed as of today a notice of claim by Henry Wedekind in the sum of $476.75, against the bond taken from Du-All Construction Company, subcontractor and Schrader Construction Co., Principal, Standard Accident Insurance Company, Surety, for the extension of overnight camping area in the Cape Lookout State Park in Tillamook, County, our file No. 3578.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo C Stephens
Clerk
Records Division

GA:m
Enc.

RECEIVED
MAY 20 1957
OREGON
STATE HIGHWAY COMMISSION

Files

RECEIVED
MAY 22 1957
FOR FILING
29 3318

4722

May 21, 1957

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

Attached is copy of a claim filed with the Secretary of State by Henry Wedekind against Du-All Construction Company, subcontractors for Schrader Construction Company, on our contract #4722 for work in Cape Lookout State Park in Tillamook County.

The claim, in the sum of $476.75, appears to be the same claim concerning which we wrote you on February 21. The claim at that time was made in the name of Netarts Auto Service. Wedekind may be the owner of the Netarts Auto Service.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Attach.

cc to:

Standard Accident Insurance Company
Paul Asher Agency
3022 East Burnside
Portland, Oregon

Schrader Construction Company
3030 SE Hawthorne Blvd.,
Portland, Oregon

RECEIV

To: Secretary of State
State of Oregon
Salem, Oregon

NOTICE HEREBY IS GIVEN that the undersigned Henry Wedekind, doing business as Netarts Auto Service, Netarts, Oregon, has a claim for gasoline, labor and materials, all as more particularly set forth in that statement attached as Exhibit A and incorporated herein by reference, the said claim amounting to the sum of $476.75 against the bond taken from Du-All Construction Company as subcontractor of Schrader Construction Company, as principal, and the Standard Accident Insurance Company, 3022 East Burnside, Portland, Oregon, as surety upon the bond for the extension of overnight camping area in the Cape Lookout State Park in Tillamook County, Oregon; that the said amount of $476.75 is unpaid, although demand has often been made therefor.

HENRY WEDEKIND

STATE OF OREGON)
)ss.
County of Tillamook)

On this 15th day of May, 1957, before me, the undersigned, a notary public in and for said county and state, appeared the within named Henry

To: Secretary of State
State of Oregon
Salem, Oregon

NOTICE HEREBY IS GIVEN that the undersigned Henry Wedekind, doing business as Netarts Auto Service, Netarts, Oregon, has a claim for gasoline, labor and materials, all as more particularly set forth in that statement attached as Exhibit A and incorporated herein by reference, the said claim amounting to the sum of $476.75 against the bond taken from Du-All Construction Company as subcontractor of Schrader Construction Company, as principal, and the Standard Accident Insurance Company, 3022 East Burnside, Portland, Oregon, as surety upon the bond for the extension of overnight camping area in the Cape Lookout State Park in Tillamook County, Oregon; that the said amount of $476.75 is unpaid, although demand has often been made therefor.

HENRY WEDEKIND

STATE OF OREGON)
)ss.
County of Tillamook)

On this 15th day of May, 1957, before me, the undersigned, a notary public in and for said county and state, appeared the within named Henry Wedeking, who is known to me to be the identical individual described in and who executed the within instrument, and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

(SEAL)

C. RAY JOHNSON
Notary Public for Oregon
My commission expires: 7/26/58

ENDORSED
File No. 3578
Filed May 17, 1957
MARK O. HATFIELD, Secretary of State

A.

RECEIVED
MAY 14 1957
FOR FILING

29 3318

4722

May 13, 1957

Mr. C. Ray Johnson
Attorney at Law
Firestone Building
Tillamook, Oregon

Dear Sir:

The Schrader Construction Co. is the principal contractor on our Contract No. 4722 for extension of an overnight camping area in the Cape Lookout State Park in Tillamook County. It was on this contract that the Netarts Auto Service furnished gasoline and oil to Du-All Construction Company. The principal contractor's address is 3030 S. E. Hawthorne Boulevard, Portland.

The contract was completed February 12, accepted by the Highway Commission on February 28, and final mailed to the contractor on April 26, 1957.

The Standard Accident Insurance Company, through its agent, Paul C. Asher, 3022 East Burnside, Portland, furnished the Performance Bond for this contract.

This is in reply to your letter of May 9.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

C. RAY JOHNSON
ATTORNEY AT LAW
FIRESTONE BUILDING
TILLAMOOK, OREGON
VICTOR 26441

May 9, 1957

State of Oregon
State Highway Department
Salem, Oregon

Re: Du-All Construction Company
Subcontractors on State Contract No. 4722
awarded to Schrader Construction Company

In your letter of February 21 addressed to the Netarts Auto Service regarding gasoline and labor supplied by Netarts Auto Service to the Du-All Construction Company on the above indicated state contract, you indicated that the claim should be filed and the necessary affidavit directed to the Secretary of State in conformance with O. R. S. 279.528.

I shall be grateful if you will inform me who the principal was on the bond in question, since I am not certain that the Du-All Construction Company is a corporation.

C Ray Johnson

C. RAY JOHNSON
CRJ:rn

RECEIVED
MAY 13 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1957
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 25, 1957

(CONTRACT NO.)
4722

(EST. NO.)
8-Final

(CONTRACTOR)
Schrader Construction Co.

(VOUCHER NO.)
9006

(WARRANT NO.)
H-179360

(AMOUNT)
$ 2,033.17

(DATE)
4/25/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Nov. 30, 1956**

Time Extensions: **Mar. 1, 1957**

Completion Date: **Feb. 12, 1957**

Date Accepted: **Feb. 28, 1957**

Penalties: **None of record**

Claims: **Yes, totalling $1,176.75**

Remarks:

Date: **Apr. 26, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
em

Warrant Mailed: 4-26-57
Ruth Rawlings

D. M. FERRY, JR., Chairman of the Board

L. K. KIRK, President

Standard Accident Insurance Company

INCORPORATED 1884

CASUALTY · FIRE · MARINE · FIDELITY · SURETY

Detroit 32

file

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APR 25 1957
FOR FILING

4722

April 23, 1957

AIR MAIL

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: State Highway Contract No. 4722
Schrader Construction Company

Gentlemen:

Thank you for your letter of April 16 informing us that final payment will be released to the contractor on Cape Lookout State Park Project.

We have called the contractor's attention to the claims involving the furnishing of gasoline and oil.

Yours very truly,

C S Bishop
C. S. Bishop, Manager
Fidelity Claim Department

CSB/ck

NOTED
H. B. GLAISYER

RECEIVED
APR 25 1957
STATE HIGHWAY COMMISSION

file A

[illegible], Chairman of the Board

L. K. KIRK, President

Standard Accident Insurance Company

INCORPORATED 1884

CASUALTY · FIRE · MARINE · FIDELITY · SURETY

Detroit 32

RECEIVED
APR 2[illegible] 1957
FOR FILING

27-2318

4722

April 18, 1957

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Bond 928598 Cape Lookout State Park
Contract No. 4722

Gentlemen:

We acknowledge receipt of your letter of April 3 involving claim of Netarts Auto Service on this project.

We will take this matter up with Schrader Construction Company.

Yours very truly,

C. S. Bishop

C. S. Bishop, Manager
Fidelity Claim Department

CSB/ck

NOTED
H. B. GLAISYER

RECEIVED
APR 22 1957
STATE HIGHWAY COMMISSION

RECEIVED
APR 17 1957
FOR FILING
21 3318
4722

April 16, 1957

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 4722 for work performed on the Cape Lookout State Park in Tillamook County was completed by the contractor, Schrader Construction Co., on Feb. 12, 1957 and was formally accepted by the Highway Commission on Feb. 28, 1957.

Final payment in the amount of $2,088.17 will be released to the contractor on or after April 26, 1957. The total contract amount is $46,536.32, and no force account work was performed on the project.

There is a claim filed against this contract by Sunset Garage against unnamed subcontractors for work performed on a truck in the sum of $700, and another claim filed by Netarts Auto Service in the sum of $476.75 for gasoline and oil furnished to Du-All Construction Co., subcontractors, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

eem

cc: Standard Accident Insurance Co.
Paul C. Asher, Agent
3022 East Burnside
Portland, Oregon

NOTED ON CARD

RECEIVED
APR 12 1957
FOR FILING

29-3318

4722

Lewis

April 3, 1957

Standard Accident Insurance Co.
Detroit 32, Michigan

Gentlemen:

We have received a statement of gasoline and oil furnished by Netarts Auto Service, Netarts, Oregon, to Du-All Construction Company in their operations apparently as sub-contractors on our Contract No. 4722, awarded to Schrader Construction Company for extension of the overnight camping area in Cape Lookout State Park. The claim is in the net amount of $476.75, and Mrs. Henry Wedekind, who writes for the Netarts Auto Service, states that she holds all gas and other slips which each truck driver has signed.

We provide this information as your Company ~~appears~~ as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:sfp

cc Mr. Paul C. Asher
3022 East Burnside
Portland, Oregon

Schrader Construction Company
3030 S. E. Hawthorne Blvd.
Portland, Oregon

NOTED ON CARD

RECEIVED
APR 12 1957
FOR FILING

7-33-2

4722

Files

Lewis

April 3, 1957

Mrs. Henry Wedekind
Netarts Auto Service
Netarts, Oregon

Dear Mrs. Wedekind:

This is to acknowledge your letter of March 30 to which was attached a statement of gasoline and oil furnished Du-All Construction Company in the net amount of $476.75. This claim apparently pertains to our Contract No. 4722 awarded to Schrader Construction Co., 3030 S. E. Hawthorne Blvd., Portland, for extension of overnight camping area in Cape Lookout State Park. Apparently Du-All Construction Company operated as subcontractors. The contract was completed February 12, 1957 and accepted by the Highway Commission February 28, 1957.

Standard Accident Insurance Company, 3022 East Burnside, Portland, furnished the Performance Bond with this contract. The bond is provided to assure completion of the project and payment of all bills incurred in the contract.

If you wish to protect your claim for a period longer than six months following completion and acceptance of the contract, it is suggested that you file your claim with the Secretary of State. For your convenience, we have attached an excerpt from the Oregon Laws outlining the procedure in preparing this filing. In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Enclosure

NOTED ON CARD

Box 47
Netarts Oregon
Mar 30-57

Oregon State Highway Commission
Salem. Oregon.
Dear Sir.

Contract 4722

Have enclosed itemized statement Which Duall Construction Co owes Netarts Auto ~~Service~~. This gas was used on Cape Look Out park in Tillamook County.

I Wrote Division Engineer J. D. Walker some weeks ago.

Have been waiting to hear farther from you on this claim.

Very Truly yours
Mrs Henry Wedekind

REFERRED TO
BY SECRETARY

NOTED ON CARD

RECEIVED
APR 1 1957
OREGON
STATE HIGHWAY COMMISSION

uto Service

		713	7.13
		720	14 33
		100	15.33
		435	19 68
		50	20.18
		180	21 98
		725	29.23
		935	38.58
		2.56	41.14
		7.31	48.45
		590	54 35
		1224	66.59
		1994	86.53
		700	93 53
		350	97.03
		5.10	102.13
		5.00	107.13
		17.77	124.90
		290	127.80
		9.47	137.27
		11.00	148.27
		525	153.52
11-1	10 gal gas 2 cans	350	157.02
	10.9 reg gas Ply car	380	160 82
11-1	31.3 " "	1090	171.72
	5 gal gas Can	1.79	173 51
11-1	55.8 " " Ford Truck	1942	192.93

/ Du-all Construction Co.
to Netonts Auto Service

1956

10-18	19 gal E gas Cadillac	713	7.13
10-19	20 gal reg gas 7.20 GMC Truck	720	1433
	adj clutch 100	100	15.33
10-19	$12.^5$ gal reg gas ply car	435	1968
	Brake fluid	50	20.18
10-20	2 spark plugs - for Cad.	180	2198
10 20	1 set points 200 1 Condenser 75 (Cadillac)	7.25	29.23
	clean plugs (labor install 4.50 points & Cond)		
10-20	$26.^9$ reg gas 55 Ford Truck	935	38.58
10-21	$5.^5$ E gas 2 qts oil Cadillac	2.56	41.14
10-24	$19.^5$ E gas Cadillac	7.31	48.45
10-24	17 gal reg gas Frazer	590	54.35
10-25	$32.^3$ " " Wire bulb & labor GMC	1224	66.59
10-26	55 " " 2 qts oil Ford 55	1994	86.53
10-26	20 " " in Cans	700	93 53
10-28	10 " " in Cans 350	350	97.03
	$14.^7$ " " ply. 510	5.10	102.13
10-28	12^7 E gas 1 qt oil Cadillac	5.00	107.13
10-29	51 reg gas GMC	17.77	124.90
10-30	7^2 " " 1 qt oil ply. car	290	127.80
10-30	$22.^2$ " " 5 gal in Can shovel	9.47	137.27
10-31	$29.^3$ E gas (10 gal in can) Cadillac	$11.^{00}$	148.27
11-1	15 gal gas (3 Cans)	525	153.52
11-1	10 gal gas 2 cans	350	157.02
	$10.^9$ reg gas ply car	380	16082
11-1	$31.^3$ " "	1090	171.72
	5 gal gas Can	1.79	173.51
11-1	$55.^8$ " " Ford Truck	1942	192.93

&[illegible]ill Construction Co.
to Nelsons Auto Service

11-2	10 gal gas 2 Cans	3.50	19643
11.3	10.^{7} E gas Cadillac	400	200.43
11-5	10.^{1} gal gas 1 qt oil Frazer	3.95	204.38
	Labor on clutch hose clamp	440	208.78
11.5	32.^{5} reg gas GMC	11.32	220.10
11-6	15 gal gas - 3 Cans	5.25	225.35
	8 " " Ply car ^{90}	2.75	228.10
	2 fuses ^{15} 6 Junks	1.05	229.15
11-7	10 gal 2 Cans	3.50	232.65
11-7	18^{7} E gas	7.00	239.65
11-7	15 gal 3 Cans	525	244.90
11-8	35.^{9} reg gas $^{12.50}$ & Brake fluid $^{.80}$	1330	258.20
1[illegible] 8	15^{1} " gas 3 Cans	5.25	263.45
11·8	54^{6} " " Ford Truck	19.00	282.45
11-8	15 " " 3 Cans	5.25	28770
11-9	9.^{4} E gas Cadillac	3.51	29121
	10 reg gas ^{85} 2 Cans $^{.75}$	350	29471
	1 boot Tire repair	1.40	296.31
11-12	10.^{2} reg gas Ply car	3.55	299.86
11-13	23.^{5} " " GMC	8.18	308.04
11-14	19^{1} E gas Cadillac	7.15	315.19
11-14	7 ~~reg~~ E gas GMC	245	31764
	5 E gas Car	1.87	31951
11-15	10 2 Cans	350	323.01
11 [illegible] 15	5^{3} E gas Frazer	200	325.01
11-16	25 reg gas 2 qt oil (55 Ford)	9.50	334.51
11-17	10^{2} " " Ply car	355	338.06
11-17	10 " " 2 Cans	350	341.56

Tru-All Construction Co.
to Petaluma Auto Service

11-17	10 gal E gas	2 qts oil	Caddallac	425	34581
11-19	$23.^{7}$ gal gas	3 qts oil	'Hopto'	960	35541
11-19	10 gal gas	2 Cans		350	358.91
11-19	5 " "	Can		175	360.66
11-20	10 " "	2 Cans		348	364.14
11-20	33^{2} " "		GMC Truck	11.57	375.71
11-20	15^{6} " "		Chev	5.43	381.14
11-21	5 " "		Frazer	1.75	382.89
11 23	15 " "	3 Cans		525	38814
	$12^{3}/_{10}$ " "		Ply Car	425	392.39
11-23	15 gal E gas	3 Cans		560	39799
11-24	$83.^{3}$ gal gas		GMC & Ford Truck	2910	42709
	2 Cans brake fluid			160	428.69
11-24	10 gal gas	2 Cans		350	432.19
11-26	10 " "	2 Cans		350	435.69
11-26	8^{7} " "		Ply Car	284	43853
	5 " "		Can	175	440.28
11-27	15 " "	3 Cans		525	44553
11-29	14^{3} " "	1 qt oil	Ply Car	552	45105
11-29	30^{2} " "		55-Ford	10 51	461.56
11-29	33^{7} " "		GMC	1471	476.27
11 30	Radiator hose 1.45 Labor install				
	Clutch shaft, thro out rod			4.45	480.72
11-30	$16.^{9}$ reg gas		Frazer & Hopto	5.87	486.59
12-1	5 gal gas	1 Can		175	488.34
12-2	10 " "	2 Cans		350	491.84
12-2	14 " "		Ply Car	490	49674
12-3	30^{9} E gas		55 Ford Truck	1159	508.33

Duval Construction Co
to Netaala Auto Service

12-3	29 1/10 G gas	GMC Truck	11.00	519.33
12-3	30 3/10 G gas	GMC Truck	11.32	530.65
12-3	14 G gas 1 qt ^{40} oil	Ply Car	5.66	536.31
12-4	5 3/10 G gas 1 qt oil	Frazer	2.40	538 71
12-4	35.6 gal gas 2 qts ^{80} oil	GMC Truck	13 30	552 01
12-4	10 gal gas	Frazer	3 50	555.51
12 5	5 gal gas	Ply Car	1.75	557 26
12-5	6 spark plugs	Ply car	5 40	562 66
12-5	21 gal gas	GMC Truck	7.30	569 96
12-5	36 2/10 "	55 Ford Truck	12 60	582 56

582.56
75 00

payment of
made by F.D Williams
Nov 14th 1956

.34 off on gas deducted - 30 81

Total 476.75

I hold all gas & labor slips
Which each driver signed.
Mrs Henry Wedekind
of Netaala Auto Service

RECEIVED
MAR 12 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. [redacted]
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

22-3-218

4722

March 11, 1957

Schrader Construction Co.
3030 S. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on March 1,1957 had under discussion your request for an extension of time from November 30, 1956 to March 1, 1957 within which to complete your contract No. 4722, for extension of overnight camping area at Cape Lookout State Park in Tillamook County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

[illegible] Chairman of the Board

L. K. KIRK, President

Standard Accident Insurance Company

INCORPORATED 1884

CASUALTY · FIRE · MARINE · FIDELITY · SURETY

file

RECEIVED
MAR 6 1957
FOR FILING

9-3318

IN REPLY REFER TO 4722

Fidelity Claim
DEPARTMENT

Detroit 32

March 4, 1957

AIR MAIL

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H.B. Glaisyer, Secretary

Gentlemen:

Re: Our Bond 928598
Schrader Construction Company
Camp Lookout State Park Project Job
No. 7548 - Contract No. 4722

Your letter of February 21 received stating that you have received a letter from Netarts Auto Service that a sub-contractor of Schrader Construction Company is indebted to the extent of $476.75.

We will call this matter to the attention of Schrader Construction Company to see what can be done to get this matter straightened out.

Yours very truly,

C.S. Bishop

C.S. Bishop, Manager
uh

NOTED
H. B. GLAISYER

RECEIVED
MAR 6 1957
OREGON
STATE HIGHWAY COMMISSION

file

RECEIVED
MAR 4 1957
FOR FILING

29-3318

4722

March 1, 1957

Standard Accident Insurance Company
Detroit 32, Michigan

NOTED
FLOYD QUERY

Re: OREGON STATE HIGHWAY COMMISSION
CONTRACT NO. 4722

Gentlemen:

Please be advised we did not receive an itemized statement of any account between Netarts Auto Service and F. D. Williams, dba DuAll Construction Company, as indicated in their letter to the Oregon State Highway Commission.

Our inquiries indicate that evidently some money is owing Netarts Auto Service; however, these people had their own personal cars at Netarts, and also did work on other than our State Contract.

Yours very truly,

SCHRADER CONSTRUCTION COMPANY

By ______________________
R. A. Schrader

RAS:pls
cc Mr. Floyd Query,
Oregon State Highway Dep't
cc Mr. Paul C. Asher

RECEIVED
FEB 27 1957
FOR FILING

29-3318

4722

Lewis

February 21, 1957

Netarts Auto Service
P. O. Box 47
Netarts, Oregon

Attention: Mr. Henry Wedekind

Gentlemen:

We have your letter of February 14 addressed to J. D. Walker, Division Engineer, concerning a gas and labor bill owed to you by the Du-All Construction Company who acted as subcontractors on our Contract No. 4722, awarded to Schrader Construction Company, whose address is 3030 S. E. Hawthorne Boulevard, Portland. Your claim is in the amount of $476.75.

This contract was completed February 12, 1957 but has not yet been accepted by the Highway Commission. The Standard Accident Insurance Company, 3022 East Burnside, Portland, furnished the Performance Bond for this contract to assure satisfactory completion of the contract and payment of all bills incurred in it. The project is known as the extension of overnight camping area in Cape Lookout State Park in Tillamook County.

The State does not recognize subcontractors but looks to the principal contractor for fulfillment of the contract. If you feel that it might be necessary to protect your claim against the bond for a period longer than six months after completion of the contract and acceptance by the Commission, you should file the claim with the Secretary of State, Salem. Attached are excerpts from the Oregon Laws outlining the procedure for preparing this filing. In the meantime your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

[illegible]

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1957

SUBJECT: Cape Lookout Overnight Camp Extension
Contract No. 4722

To: Mr. Tom Edwards
Construction Engineer
Office

Herewith a letter from Henry Wedekind regarding an alleged bill they have against Du-All Construction Company, who did some work on the subject-named project. This contract was awarded to the Schrader Construction Company but the grading work was performed by the Du-All Construction Company.

There was no official subcontract on the project. I don't know what kind of an agreement was made between Schrader Construction Company and Du-All Construction Company.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM

REFERRED TO
[illegible]
BY SECRETARY

[illegible]
[illegible]
[illegible]
[illegible]

CONSTRUCTION DIVISION
RECEIVED
FEB 20 1957
NOTED.. ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

[illegible]

RECEIVED
FEB 27 1957
FOR FILING

293316

4722

Lewis

N[illegible]ts Oregon
Feb 14: 1957

RECEIVED
FEB 15 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr J. D. Walker
Hi-way Dept.
Salem. Oregon

Dear Sir.

Am Writing to You in regards about gas & labor bill of #476.75 Which we hold against Du-all Construction Co. Gas was furnished for trucks on Cape Look out Job of last Fall.

Schrader Construction Co sub Contracting to Du-all Construction Co. Mr F. D. Williams acting as business manager for Du-all.

Each gas slip was Written up on billing machine and signed by driver

Mr. W. C. Williams
Mr. Forrest Cooper

OTED ON CA

Lewis

RECEIVED
FEB 27 1957
FOR FILING

29-331

4722

I sent item[illegible]ed statement to office of Schrader Construction Co. when work was completed early in Dec '56

Mr. Williams has never Contacted us in any way or have we seen him since in Nov.

Paid gas bills prompt first few weeks in beginning of job. Then later told us State was slow in paying. and would settle with us when their work completed.

We gave them 3¢ off on the gal. We're just a small garage & station so this is hitting us pretty hard.

Yours Truly
Netarts Auto Service
Netarts, Oregon
P.O Box. 47-
Henry Wedekind

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

OTED ON CARD

Lewis

RECEIVED
FEB 27 1957
FOR FILING

29-3-11

4722

February 21, 1957

Standard Accident Insurance Co.
Detroit 32, Michigan

Gentlemen:

We have received a letter from Netarts Auto Service, P. O. Box 47, Netarts, Oregon, signed by Henry Wedekind, stating that the Du-All Construction Company owes them the sum of $476.75 for gas and labor furnished to Du-All trucks on our Contract No. 4722, awarded to Schrader Construction Co., 3030 S. E. Hawthorne Boulevard, Portland, for extension of an overnight camping area in Camp Lookout State Park in Tillamook County. It appears that the Du-All Construction Co. operated as subcontractors to Schrader Construction Co. They claim that an itemized statement of their account was sent to the office of Schrader Construction Co. early in December, 1956.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. Paul C. Asher
3022 East Burnside
Portland, Oregon

Schrader Construction Co.
3030 S. E. Hawthorne Boulevard
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
FEB 20 1957
FOR FILING
[illegible]

4722

February 20, 1957

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Schrader Construction Co. in connection with contract No. 4722, covering the Cape Lookout State Park Extension of Overnight Camping Area in Tillamook County. This payment in the amount of 5,807.55 will be released to the contractor on or after March 2, 1957. The retained percentage is $1,374.69.

There is a claim filed against this project by the Sunset Garage for work performed on a truck in the sum of $700.00, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Standard Accident Insurance Co.
Paul C. Asher, Agent
3022 East Burnside
Portland, Oregon

NOTED ON CARD
gl

RECEIVED
FEB 11 1957
FOR FILING

29-3213

4722

February 8, 1957

Request for extension of time
No. 9
February 28 and March 1 meeting

Oregon State Highway Commission

Gentlemen:

Re: Cape Lookout State Park Extension
Contract No. 4722

Schrader Construction Company, contractor on the Cape Lookout State Park Extension, has requested an extension of time from November 30, 1956, to March 1, 1957, in which to complete the project.

All work has been completed with exception of minor adjustments.

As there is no inconvenience to the public by this delay nor will the State incur additional engineering expense, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

[illegible]

Attached

Note: This contract does not carry the liquidated damage provision.

RECEIVED
JAN 31 1957
FOR FILING
29-318

4722

January 30, 1957

Standard Accident Insurance Company
Detroit 32,
Michigan

Attention: Mr. C. S. Bishop, Manager

Re: Fidelity Claim
Bond 928598 Schrader Construction Co. -
Oregon State Highway Commission

Gentlemen:

In response to your letter of January 23 concerning a claim filed against Schrader Construction Company on Contract No. 4722, we can only advise that we have no additional information since we wrote to you concerning this claim on December 27, 1956.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ar

Pf ERRY, JR., Chairman of the Board

L. K. KIRK, President

Standard Accident Insurance Company

INCORPORATED 1884

CASUALTY · FIRE · MARINE · FIDELITY · SURETY

IN REPLY REFER TO

Fidelity Claim
DEPARTMENT

Detroit 32

January 23, 1957

REFERRED TO
C. H. MAISON, Auditor

AIR MAIL
Oregon State Highway Commission,
State of Oregon,
State Highway Department
Salem, Ore.

Gentlemen:

Re: Bond 928598 Schrader Construction Co. -
Oregon State Highway Commission

We understand that Sunset Garage had filed a claim with you for work done on trucks hauling sand and gravel on behalf of an unnamed subcontractor on Contract 4722 being construction by Schrader Construction Company.

We are wondering if you have any more details as to the nature of the claim.

We have received a letter from our agent Lamping and Company which would indicate that Schrader Construction Company was familiar with the claim and were examining into the situation.

We shall await your further advice with interest.

Yours truly,

C. S. Bishop
C. S. Bishop
Manager
ld

REFERRED TO
BY SECRETARY

RECEIVED
JAN 7 - 1957
FOR FILING

FORM E-30X 37½ 8-54

21 3318

4772

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

January 4, 1957

SUBJECT: Time Extensions

To:

C. A. Gardner

A Warrant is being held in our safe for the following contract pending receipt of time extension.

Contractor	Contract	Est. No.	Amount
Schrader Construction Co.	4722	6	5,056.77

J. G. Herr
J. G. Herr

cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
JAN 8 - 1957
FOR FILING

2-3318

Lewis

December 27, 1956

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

A letter has been received from the Sunset Garage, [illegible] 4th Street, Tillamook, Oregon, stating that an unnamed subcontractor to [illegible] Construction Company on contract [illegible] for construction of an overnight camping area in Cape Lookout State Park, owes the Sunset Garage approximately $700 for work done on trucks hauling sand and gravel to the park job.

We have asked the Sunset Garage for more specific information concerning their claim.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc: Standard Accident Insurance Co.,
Paul C. Asher
[illegible] East Burnside
Portland, Oregon

cc: [illegible] Construction Company
3030 SE Hawthorne Blvd.,
Portland, Oregon

NOTED ON CARD

RECEIVED
JAN 2 - 1957
FOR FILING

22-331

[illegible]

Lewis

December 27, 1956

Sunset Garage
2105 4th Street
Tillamook, Oregon

ATTENTION: Chas. A. Ross

Dear Sir:

Your letter of December 26th addressed to Mr. C. H. Armstrong, Parks Superintendent, has been referred to this office for reply.

Schrader Construction Company, 3030 SE Hawthorne Blvd., Portland, was awarded contract #4722 for extension of overnight camping area in Cape Lookout State Park.

Standard Accident Insurance Company, 3022 East Burnside, Portland, furnished the performance bond with this contract. The bond is given to assure satisfactory completion of the contract and payment of all bills incurred. If you feel it necessary to protect your claim against the bond for a period longer than 6 months following completion of contract and acceptance by the Commission, you should file your claim with the Secretary of State. We have attached excerpts of the Oregon laws outlining the procedure for this filing. The State does not recognize subcontractors on their projects, but look to the principal contractor for satisfactory completion and payment of all bills.

We will notify the surety and the contractor that the claim has been received, but our records would be more complete if you could tell us the name of the contractor who incurred the bill with your garage and the exact amount of the bill.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

FAQ:dc
Attach.
cc: C. H. Armstrong

P.S. The contract has not been completed.

SUNSET GARAGE
2105 4th St. • Telephone 2-4477
TILLAMOOK, OREGON
flair fashioned and alive with beauty

December 26, 1956

F. E. Armstrong
C/O State Park Board
State Hiway Department
Salem, Oregon

4722

Dear Mr. Armstrong:

Sorry to bother you, but it looks like I'm going to have to go to court to collect about $700.00 from these boy's who were subcontracting under Ray Schrader Construction Co. at Cape Lookout State Park. The bill was for work done on 1 of the trucks which was moving sand and gravel on this job.

I am particularly interested in knowing whether or not he was bonded and if so what it covers.

I would certainly appreciate any information you can give me regarding this matter.

Sincerely yours,

SUNSET GARAGE

Chas.
Chas. A. Ross
Partner

CAR/bs

I have a lien on the truck but Union Finance - Portland is legal owner & I may end up by having to buy their interest to the tune of $550 which would leave me with a minus quantity.

RECEIVED
JUN 29 1956
FOR FILING

-9-2217
47-2

June 28, 1956

Schrader Construction Co.
3030 S.E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded by the State Highway Commission, as follows:

Contract No. 4722, covering extension of overnight camping area at Cape Lookout State Park in Tillamook County.

Contract No. 4733, covering extension of overnight camping area at Jessie M. Honeyman State Park on the Oregon Coast Highway in Lane County.

We are also sending a copy of each contract to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUN 6 - 1956
FOR FILING

21-3311
4722

June 6, 1956

Schrader Construction Co.
3030 S. E. Hawthorne
Portland, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4722 for extension of overnight camping area in Cape Lookout State Park southwest of Tillamook, in Tillamook County.

This award was based on your bid of $48,760, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

bcc Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson
C. H. Armstrong

124-1009 Union St.-Bellevue St. 1956
(Salem)
#4723 [redacted]

RECEIVED
DEC 10 1957
FOR FILING

124

Salem, Oregon
December 9, 1957

Union Street-Bellevue Street,
Salem, Contract 4723

Mr. F. B. Crandall

Herewith reply from the Southern Pacific Company in answer to our letter of November 7 concerning the billing by the Southern Pacific Company for crossing protection signals on 12th Street. I presume that we will have to go along with their bill but would ask you to look into the matter.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

City of Salem, Oregon

OFFICE OF CITY ENGINEER

CAPITAL OF THE STATE OF OREGON — INCORPORATED

December 4, 1957

Mr. W. C. Williams
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Some time ago we submitted a bill to you from the Southern Pacific Company for the installation of crossing protection signals along Twelfth Street in this city.

You asked that the bill be segragated between the City and the State. This was done and when the final billing came from the Southern Pacific Company, it was $390.83 more than the original billing. Again your department asked for an explanation of this increase. I in turn wrote the Southern Pacific Company asking them for an explanation and I received a reply from them under date of November 25. A copy of their reply is attached.

Yours very truly,

J. H. DAVIS
City Engineer

JHD:pe

COPY COPY COPY

Nov. 25, 1957

Mr. J. H. Davis
City Engineer
City of Salem
Office of City Engineer
Salem, Oregon

Dear Sir:

Referring to your letter of November 13 regarding charges against City of Salem and State of Oregon for installation of crossing protection along 12th Street, Salem.

Increase of $390.00 over original bill represents charges for equipment rental, supplies for equipment, and personal expenses in that amount, which had not been turned in at time original billing was submitted.

Yours truly,

/S/ L. R. Smith
SOUTHERN PACIFIC COMPANY

RECEIVED
NOV 8 1957
FOR FILING

124-1[illegible]
9723

November 7, 1957

Mr. J. H. Davis
City Engineer
City Hall
Salem, Oregon

Dear Mr. Davis:

In our letter to you of July 25, 1957, we returned to you Southern Pacific Company's bill No. 5[illegible] dated June 25, 1957, in the amount of $52,[illegible]33.77 and having to do with railroad signal installations on the 12th Street project in Salem. We requested that the aforementioned billing be returned to the Southern Pacific Company and that such billing be segregated as between those costs chargeable against the 12th Street State-City cooperative project and those costs for installation and work outside the limits of such project. As a result of this request, you have supplied this office with copies of revised and segregated billing No. 5[illegible]354, dated October 1957, in the amount of $39,159.[illegible] and covering the 12th Street State-City cooperative project, and billing No. 5[illegible]352, dated October 1957, in the amount of $13,[illegible].16 and covering installations outside the limits of the 12th Street project.

The sum total of the segregated billings amounts to $53,[illegible] which is $39[illegible].33 in excess of the $52,[illegible]33.77 as per the original composite billing. We did not retain the copy of the original detailed billing and therefore have no way of checking on this difference of $39[illegible].33. It is requested that you communicate with the Southern Pacific Company's office and obtain clarification regarding this differential cost as between the two billings submitted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. F. B. Crandall
Mr. S. H. Probert
Mr. C. H. Maison
Mr. C. A. Gardner

FBC:dp:gm

RECEIVED
JUL 26 1957
FOR FILING
124-1009
4723

July 25, 1957

Mr. J. H. Davis
City Engineer
City Hall
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 17 wherein you transmitted to the State Highway Department the Southern Pacific Company's bill No. 503434, dated June 25, 1957, in the amount of $8[illegible],633.77 for installation of railroad grade crossing protection. In checking over this bill it appears that the billing includes labor and materials for installations outside the limits of the 12th Street Project.

You will note on Sheet No. 11 of the detailed billing an item for 14 crossing gates in the amount of $21,[illegible], which number would care for installations at seven crossings. On the 12th Street Project, only five crossings are involved; namely, Marion, Center, Chemeketa, Court, and State Streets. Undoubtedly, other items of material as well as labor for installations outside the limits of the 12th Street Project are included in the bill. However, the manner in which the billing is made up makes it difficult to determine just which items these are.

It would be appreciated if you would once again take this matter up with the Southern Pacific Company, have them submit an adjusted billing for the 12th Street Project only, as was covered between the State and the City in their agreement, and have the billing resubmitted to us after which we will see that it is processed for payment.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.
cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. S. H. Probert
Mr. C. H. Nelson
Mr. F. B. Crandall
Mr. C. A. Gardner

FBC:njs hi

City of Salem, Oregon

OFFICE OF CITY ENGINEER

July 12, 1957

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

REFERRED TO
[illegible]

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentelemen:

Attached hereto is a bill from the Southern Pacific Company in the amount of $52,633.77.

This is for the installation of crossing protection along Twelfth Street between Ferry Street and Capitol Street.

The agreement between the City of Salem and the Oregon State Highway Department pertaining to the construction of Twelfth Street -- Union Street between Oak Street and Summer Street states that the State will pay the cost of the traffic signal protection when the same has been approved by the City of Salem. I have approved two copies of said bill.

Yours very truly,

J H Davis

J. H. DAVIS
City Engineer

JHD:ps

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[illegible]

RECEIVED
APR 13 1957

W.C. Williams

W. C. WILL

Union Street-Bellevue Street
Contract No. 4723

124-1009

FINAL COST ANALYSIS

April 4, 1957
Prefix: 124-1009

Grading and Paving
Warren Northwest Company, Contractor
Ross M. Harris, Resident Engineer

4723 Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(5) Clearing and Grub-Bing	All		$ 5,800.00	$ 4,265.00	$ 4,265.00	$ 5,800.00
(1) Removing Concrete and Masonry	All		17,500.00	14,155.87	14,155.87	17,500.00
(1)&(2) Drainage Excav.	1,380.70	Cu. Yd.	2.88	2.37	3,267.95	3,976.42
(1) Gen. Excav.	All		19,500.00	17,712.90	17,712.90	19,500.00
(1) Finish. R/B and Slopes	All		500.00	500.00	500.00	500.00
(2) 12" C.M.P.	146	Lin. Ft.	4.00	4.00	584.00	584.00
(2) 12" CMP, 14 Ga.	64	Lin. Ft.	5.75	5.75	368.00	368.00
(2) 18" CMP,	122	Lin. Ft.	4.90	4.90	597.80	597.80
(2) 18" CMP, 12 Ga.	20	Lin. Ft.	7.25	7.25	145.00	145.00
(2) Extra for Pipe Under Pavement	962.5	Lin. Ft.	2.30	2.30	2,213.75	2,213.75
(2) Extra for Pipe Under Railroad	All		1,200.00	1,200.00	1,200.00	1,200.00
(1)&(2) 8" Conc. Sewer Pipe	1,507	Lin. Ft.	2.00	2.00	3,014.00	3,014.00
(1) 12" Con. Sewer Pipe	1,135	Lin. Ft.	2.60	2.60	2,951.00	2,951.00
(2) 15" Concrete Sewer Pipe	837	Lin. Ft.	3.45	3.45	2,887.65	2,887.65
(1)&(2) 18" Concrete Sewer Pipe	385	Lin. Ft.	4.14	4.14	1,593.90	1,593.90
(2) 6" Perf. Metal Drain Pipe, Uncoated	461	Lin. Ft.	2.85	2.85	1,313.85	1,313.85
(2) Special Backfill in Drains	38	Cu. Yd.	5.00	5.00	190.00	190.00
(3) Conc. Catch Basins	37	Each	70.00	65.00	2,405.00	2,590.00
(3) Concrete Manholes	10	Each	210.00	200.00	2,000.00	2,100.00
(3) Adj. of Manholes	23	Each	45.00	45.00	1,035.00	1,035.00
(3) Adj. of Catch Basins	8	Each	35.00	35.00	280.00	280.00

Contract No. 4723

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(3) Concrete Walks	1,775.72	Sq. Yd.	$ 3.25	$ 3.00	$ 5,327.16	$ 5,771.09
(3) Conc. in Islands	44.16	Cu. Yd.	35.00	33.00	1,457.28	1,545.60
(3) Conc. Curbs	309.36	Cu. Yd.	38.50	37.00	11,446.32	11,910.36
(1) Metal Guard Rail	41.5	Lin. Ft.	6.00	3.24	134.46	249.00
(1)&(4) Electrical Conduit, 1"	116.1	Lin. Ft.	1.00	1.00	116.10	116.10
(1)&(4) Electrical Conduit, 1¼"	161.8	Lin. Ft.	1.25	1.25	202.25	202.25
(1)&(4) Electrical Conduit, 1½"	2,561.6	Lin. Ft.	1.35	1.35	3,458.16	3,458.16
(1) Coarse Crushed Mat'l in Base	11,802	Cu. Yd.	2.50	1.91	22,541.82	29,505.00
(1) 3/4"-0 Mat'l in Base	873	Cu. Yd.	3.15	2.73	2,383.29	2,749.95
(1) Sprinkling	196.88	M/gal.	3.00	1.59	312.73	590.64
(1) Preparation of Base	All		500.00	500.00	500.00	500.00
(1) 3/4"-0 Mat'l in Binder Course	135	Cu. Yd.	4.50	4.23	571.05	607.50
(1) RC-3 Asph. in Binder Course	25.34	Ton	50.00	37.45	948.98	1,267.00
(1) Asph. Conc. Mixture	5,462.03	Ton	4.50	4.53	24,742.99	24,579.14
(1) 85-100 Asph. in Mixture	358.723	Ton	32.00	30.21	10,837.02	11,479.14
(1) RS-1 Asphalt	3.51	Ton	60.00	42.70	149.88	210.60
(3) PA #1 Type "C" 18" Concrete Curbs	150.98	Cu. Yd.	45.00	45.00	6,794.10	6,794.10
(1) PA #1 Pavement Removal	855.11	Sq. Yd.	9.50	7.15	6,110.63	8,123.55
(1) PA #1 Structural Excavation	43.12	Cu. Yd.	5.00	2.33	100.47	215.60
(3) PA #2 Concrete Driveways	317.69	Sq. Yd.	3.40	3.40	1,080.15	1,080.15
(1) PA #3 Extra for Asph. Conc. Driveways	1	Each	30.00	30.00	30.00	30.00

Contract No. 4723

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(3) Concrete Walks	1,775.72	Sq. Yd.	$ 3.25	$ 3.00	$ 5,327.16	$ 5,771.09
(3) Conc. in Islands	44.16	Cu. Yd.	35.00	33.00	1,457.28	1,545.60
(3) Conc. Curbs	309.36	Cu. Yd.	38.50	37.00	11,446.32	11,910.36
(1) Metal Guard Rail	41.5	Lin. Ft.	6.00	3.24	134.46	249.00
(1)&(4) Electrical Conduit, 1"	116.1	Lin. Ft.	1.00	1.00	116.10	116.10
(1)&(4) Electrical Conduit, 1¼"	161.8	Lin. Ft.	1.25	1.25	202.25	202.25
(1)&(4) Electrical Conduit, 1½"	2,561.6	Lin. Ft.	1.35	1.35	3,458.16	3,458.16
(1) Coarse Crushed Mat'l in Base	11,802	Cu. Yd.	2.50	1.91	22,541.82	29,505.00
(1) 3/4"-0 Mat'l in Base	873	Cu. Yd.	3.15	2.73	2,383.29	2,749.95
(1) Sprinkling	196.88	M/gal.	3.00	1.59	312.73	590.64
(1) Preparation of Base	All		500.00	500.00	500.00	500.00
(1) 3/4"-0 Mat'l in Binder Course	135	Cu. Yd.	4.50	4.23	571.05	607.50
(1) RC-3 Asph. in Binder Course	25.34	Ton	50.00	37.45	948.98	1,267.00
(1) Asph. Conc. Mixture	5,462.03	Ton	4.50	4.53	24,742.99	24,579.14
(1) 85-100 Asph. in Mixture	358.723	Ton	32.00	30.21	10,837.02	11,479.14
(1) RS-1 Asphalt	3.51	Ton	60.00	42.70	149.88	210.60
(3) PA #1 Type "C" 18" Concrete Curbs	150.98	Cu. Yd.	45.00	45.00	6,794.10	6,794.10
(1) PA #1 Pavement Removal	855.11	Sq. Yd.	9.50	7.15	6,110.63	8,123.55
(1) PA #1 Structural Excavation	43.12	Cu. Yd.	5.00	2.33	100.47	215.60
(3) PA #2 Concrete Driveways	317.69	Sq. Yd.	3.40	3.40	1,080.15	1,080.15
(1) PA #3 Extra for Asph. Conc. Driveways	1	Each	30.00	30.00	30.00	30.00

Contract No. 4723

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) PA #4 Extra for Pavement Removal	192.83	Sq. Yd.	$ 1.75	$ 1.50	$ 289.25	$ 337.45
(1) PA #4 Extra for General Excavation	192.83	Cu. Yd.	1.50	1.14	219.83	289.25
(4) PA #5 Install Junction Boxes	14	Each	20.00	20.00	280.00	280.00
(1) PA #6 Extra for Placing A.C. at RR Intersection	7	Each	40.00	40.00	280.00	280.00
(3) PA #7 Cement Adj.	12.24	Bbl.	4.05	4.05	49.57	49.57
(1) Force Account					629.67	629.67
					$163,673.83	$183,191.24

	Gross Revenue	Total Cost	Profit	% Profit
(1) Warren Northwest	$135,935.78	$116,418.37	$19,517.41	14.3
(2) Salem Sand and Gravel Company	16,154.67	16,154.67		
(3) Peterson	25,080.48	25,080.48		
(4) R. E. Ladd	1,755.31	1.755.31		
(5) Nap Rocque	4,265.00	4,265.00		
	$183,191.24	$163.673.83	$19,517.41	10.6

DETAIL OF COSTS

Union Street-Bellevue Street

Contract No. 4723

Labor:		
Labor	$36,864.49	
Labor Insurance	2,396.19	
Health and Welfare	1,474.60	
		$ 40,735.28
Materials:		
Asphaltic Concrete Mixture	$17,751.60	
85-100 Asphalt in Mixture	9,470.29	
Base Rock	11,093.88	
3/4"-0 Rock in Base	1,484.10	
RC-3 Asphalt	765.52	
RS-1 Asphalt	106.03	
		$ 40,671.42
Equipment Rental and Misc. Supplies:		
Equipment Rentals	$15,855.31	
Gas, Oil, and Grease	4,355.90	
Bond	1,099.15	
P.L. & P.D. Insurance	645.33	
R.R. Insurance	6,597.48	
Small Tools and Misc. Supplies	962.76	
Home Office and Overhead	5,495.74	
Amount Paid to Salem Sand and Gravel Company	16,154.67	
Amount Paid to Peterson for Concrete Work	25,080.48	
Amount Paid to Nap Rocque for Clearing	4,265.00	
Amount Paid to R. E. Ladd for Electrical Work	1,755.31	
		$ 82,267.13
		$163,673.83

Remarks:

This was a "Federal Aid Urban Project" originally, but due to the high bid prices the Federal Government does not participate; therefore, this became a State Project calling for the grading and paving of .88 mile of main highway roadbed on the Union Street-Bellevue Street (Salem) Section of the Silver Creek Falls Highway in Marion County.

The contract was bid and awarded June 4, 1956, work started June 13, 1956, and the project was completed October 15, 1956.

The clearing was done by Nap Rocque below the bid price,realizing a profit for the contractor.

The installation of the majority of the sewer pipe and all of the culvert was performed by Salem Sand and Gravel Company at the contractor's bid prices. Good progress was made on these items.

The contractor worked on the general excavation and the pavement removal simultaneously; equipment used : one concrete saw for sawing the concrete, one 3/4-cubic yard shovel, one compressor, one cat and dozer, one tractor with front end loader and six 5-cubic yard trucks. The contractor laid a portion of the concrete sewer pipe.

The concrete work was done by E. N. Peterson, cement contractor, which included the concrete manholes, catch basins, concrete walks, curbs and islands. These items were done below the bid prices, realizing a profit for the contractor.

The contractor furnished and placed the crushed rock and the Class "B" asphaltic mixture from their commerical plant located in Salem. Fourtheen 6-cubic yard trucks hauled the rock and one grader and one roller handled the material on the roadway. The Class "B" asphaltic concrete was hauled with eight 6-cubic yard trucks, placed on the roadway with one Barber-Greene paver and two rollers.

The contractor had good bid prices, good supervision, and equipment, and realized a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
MAR 12 1957
~~FOR FILING~~
124-1009

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 7, 1957

(CONTRACT NO.) 4723 — (EST. NO.) — (CONTRACTOR)

4723 — 6-Final — Warren Northwest, Inc.

(VOUCHER NO.) — (WARRANT NO.) — (AMOUNT) — (DATE)

4816 — H-175192 — $ 5,535.49 — 3/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1956

Time Extensions: None

Completion Date: Oct. 12, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-8-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 8 1957

Ruth Rawlings

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gl

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FEB 21 1957
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FORM 230—50M—8-56—96654

[illegible]

4723

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1957

SUBJECT: Union Street-Bellevue Street (12th Street), Salem

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

You recently brought to our attention a hole in the sidewalk on the subject named job.

It was found that this hole had been caused by the Salem Water Department; however, we have gone ahead and repaired the same and it is all in good shape now.

Tom Edwards
Construction Engineer

By
L. H. Young
Ass't Construction Engineer

LHY:jc

RECEIVED
FEB 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM E-120 20M REVISED 5-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
DEC [illegible] 1956
FOR FILING

124-1009

4723

December 19, 1956

Mr. David Wigglesworth, Sales Engineer
Municipal Division
Eagle Signal Corporation
Moline, Illinois

Dear Mr. Wigglesworth:

We wish to thank you for the prompt action that was received on the faulty controller mechanism from the 12th Street signal installation in Salem. This controller has been in operation six days and is functioning satisfactorily up to the present time.

In your letter to Mr. L. E. George, Signal & Illumination Engineer, December 12, 1956, the testing procedure and items checked appear to parallel our own experience. The non-flicker contact that was added is probably a very good idea. Would it be the factory's recommendation that this be added to the "SR" circuit in all "railroad" controllers on this project?

There is one difficulty which seems to be a common occurrence in all "normal" controllers and which has caused as many as five maintenance calls within a four hour period, and that is the use of the CR2 relays in light switching. The moving contact in the de-energized position does not make a solid contact, thus resulting either in no signal indication or in a flickering signal indication. The spring tension adjustment has been moved to obtain the maximum tension possible. This does not correct the trouble.

The lack of a signal indication at a railroad crossing could create an extremely hazardous condition. We are currently trying several methods to improve relay contact pressure; however, the physical construction of this relay makes any adjustment very difficult. We will advise you at a later date if it proves impossible to correct the relay deficiencies.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

by ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

bc: G. S. Paxson
L. J. Proby
K. O. Mathewson

NOTED
G. S. PAXSON

EAGLE SIGNAL CORPORATION

MOLINE, ILLINOIS

TIMERS AND COUNTERS
TRAFFIC SIGNAL SYSTEMS

TELEPHONE MOLINE 2-5571
TWX 283

December 12, 1956

George

Mr. L. E. George, Electrical Engineer
Traffic Engineering Department
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. George:

This morning, December 12, I wired you that the Salem equipment returned by you had been shipped under Airway Bill 16ML113102. I have since been able to find out that the equipment left here at 9:20 PM on United Flight #249, and by now is probably in your possession.

The controller arrived in Moline either late Saturday afternoon or sometime Sunday, and therefore could not be worked on until Monday morning. The engineer who worked up the electrical circuits, and myself, spent most of Monday checking out the controller. We soon caused the controller to fail in that the railroad controller stopped in interval #4 rather than going to Interval #12 as it was supposed to. At this same time, we found that our pedestrian signals were operating in a very irratic manner. Sometimes they would come on and sometimes would be off, even though the controller had not moved into another interval. This fault was traced to the signal contact fingers themselves. It was found that they did not freely line up with the stationary if moved from the center position to one side or another. This was corrected by squeezing the forked portion of the movable contact together a very little bit so that the finger would not bind in the contact support. When this difficulty was found, we went over all of the signal contact fingers plus all of the relay contacts to make sure we had good connections.

Another thing we discovered was that the upper controller mechanism, when first jacked in in a normal manner, was such that the knife blade connecting jacks did not enter the jack springs on the panel. Instead, the controller was to the left of the proper position slightly, and was alongside of the jacks. Although all of the knife blade jacks were making connection, it is possible that one of these connections might have been broken by vibration. We re-positioned the stops on the upper hanger bar and suggest when plugging in these two units, that you be sure that the knife blade contacts go into the jack spring.

After making these corrections and adjustments, we were unable to make the controller fail any more on Monday.

Since you stated that the trouble with the controller was intermittent, we felt it best to subject the controller to further test before returning it. The controller was taken to our regular controller Inspection Department Tuesday morning and was checked all day without any failures whatsoever. At that time, a flicker-proof contact was added at my suggestion, since the particular circuit where installed, if interrupted, would allow our transfer relays to drop out and control would be taken over by the normal controller. Although we did not have a failure of this nature occur for us, it is remotely possible that it could happen and the flicker-proof contact was added to prevent a failure for this reason.

Since one of the cams in the lower or normal operation controller controls motor power to the upper controller, we can only assume that the trouble was in the lower mechanism. We checked the wiring of the terminal facilities and everything seemed to be in order. Although we are not too sure on this point, our notes of our telephone conversation with you seem to indicate that you had not substituted a controller mechanism for normal operation in place of the one sent in. If this is true, it could explain why you continued to have failures even after replacing all of the relays and the controller mechanism that operates during the railroad sequence.

We hope the various adjustments we have made will prevent any future failures. We hope you will agree with us that it was a good idea to keep the controller another day for continued checking. These intermittent troubles sometimes leave a doubt in your mind, particularly when you are not absolutely sure just which adjustment might have corrected the trouble. Thanks much for your patience in this matter, and please advise us if we can be of any further service.

Sincerely yours,
EAGLE SIGNAL CORPORATION

David Wigglesworth - Sales Engineer
Municipal Division

DW/mh

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NOV 29 1956
FOR FILING
124-1009

4723

November 29, 1956

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. in connection with contract No. 4723, covering the Union St.-Bellevue St. (Salem) Section of the Silver Creek Falls Highway in Marion County.

This payment in the amount of $15,180.63 will be released to the contractor on or after December 10, 1956. The retained percentage is $5,494.51.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
NOV 16 1956
FOR FILING
124-1009

4123

November 15, 1956

Mr. K. O. Mathewson
Manager, City of Salem
City Hall
Salem, Oregon

Dear Mr. Mathewson:

In the preparation of the state-city agreement covering the 12th Street project here in Salem, one matter that was overlooked is the need for the closure of the north crosswalk at the intersection of Capitol and Center Streets.

When the east leg of Center Street and the south leg of Capitol Street is made one-way, the present interval sequence for the traffic signals at this intersection will be changed. All traffic entering the intersection from the west, including the left turn from west to north, will move on the first phase, and on the second phase we will move all traffic entering the intersection from the south. Thus, this crosswalk will never be clear of moving vehicles. If the crosswalk remains, pedestrians will be subjected to considerable hazard.

It is recommended that the crosswalk be closed by action of an ordinance and the erection of barricades. If the city will care for this work, the State Highway Department will care for the removal of the "Wait-Walk" signals.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

VJ;bc:gm

FORM E-123 25M REVISED 6-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 15 1956
FOR FILING

124-1004

4723

November 9, 1956

Mr. Harold Davis
Traffic Engineer
City Hall
Salem, Oregon

Dear Mr. Davis:

There is attached one copy of a plan showing proposed signing, traffic lining and other work in conjunction with the 12th Street Project here in Salem. It is planned to open this project to the new traffic pattern at 11:00 a.m. on Tuesday, November 27.

As discussed at our recent meeting, you have agreed to care for the removal of the jiggle bar island in the easterly throat of the intersection of Capitol and Center Streets and for revision of the island at the intersection of Capitol and Court Streets. You have also agreed to care for the painting of the crosswalks.

A letter is being prepared for Mr. Mathewson on the matter of closure of the north crosswalk at the intersection of Capitol and Center Streets.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

NOTED
G. S. PAXSON

Attachment
bc. G. S. Paxson

RECEIVED
NOV 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—[illegible]—10-55

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

124-1009

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 13, 19 56

Section Union St.-Bellevue St.

Highway Silver Creek Falls

Contractor Warren Northwest Inc.

Date of contract June 4, 19 56

Date work started June 13, 19 56

Project authorization $251,917.88

Exclusive of Engineering $234,003.72

Kind of work Grading and Paving

Section prefix 124-1009

Contract number 4723

Date of completion Oct. 15, 19 56

Estimated date of completion Oct. 15, 19 56

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering $241,991.85

Estimated per cent overrun or underrun 317 %

Per cent of contract completed, based on total contract price 98 %

Engineering authorization $17,914.16

Engineering cost to date $16,300, 91 %

Date project was completed OCT 12, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

General clean up and adjusting catch basins and manholes.

All work complete with the exception of some small cleaning up which will be finished Monday of next week.

Vistors this week

Ray Asbury Asst. Div. Engineer

RECEIVED
OCT 15 1956
OFFICE OF
DIVISION ENGINEER
DIVISION No. 2

RECEIVED
OCT 16 1956
OFFICE OF
CONSTRUCTION ENGINEER

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
C. E. PAULSEN

Signed Ross M. Harris Ross M. Harris

Address 207 Lab. Bldg.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 80712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.88	0.88			
Miles partially completed					0.88
Miles completed	0.88	0.88		Concrete	0.88
Total estimated quantities (contract)	8,600 cy	11,300 cy		760 cy	5,000 tons
Total quantities corrected to date		12,800 cy		750 cy	5,462 tons
Estimated quantities moved or placed to date	8,600 cy	12,800 cy		720 cy	5,462 tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	7				
Men	5				
Supervision	2				
Men and trucks under 3 tons					
Men and trucks over 3 tons	1				
Men and tractors					

Equipment used during week: Shovels ...., Power graders ...., Rollers........, Mixers ...., Crushing or screening plants ....

Compressors 1, Bulldozers ...., Compaction rollers ...., Scoop 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Showers		
Saturday			

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124-159

4722 4422

October 1, 1956

Mr. Chris Kowitz
City Attorney
City Hall
Salem, Oregon

Dear Sir:

This will notify you that the State Highway Department recognizes and subscribes to a change in the agreement dated June 5, 1956, between the State of Oregon and the City of Salem as follows:

The last paragraph on page 4 numbered 3 under "Access for the Service of Abutting Property" which now reads:

"An access 40 feet in width on the northerly side of 12th Street as extended opposite Highway Engineer's Station 21+00", shall be changed to read:

"An access 40 feet in width on the northerly side of 12th Street as extended opposite Highway Engineer's Station 23+25".

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

DJB:ar fn

FORM 230—50M—6-56—36654

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28th, 1956

SUBJECT: Change in Access
Union St.-Bellevue St. Section
Silver Creek Falls Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Am attaching a rough draft of a letter to Chris Kowitz, City Attorney of the City of Salem, recognizing and agreeing to a change in access to the Southern Pacific property on the 12th Street project.

This change was made during construction by agreement between the Southern Pacific Company, the City of Salem and the State Highway Department. The change moved the 40-foot driveway from Station 21+00 to 23+25. Mr. Williams agreed to the change at the time it was made.

The City has requested a supplemental agreement or letter agreeing to said change to complete their records.

Tom Edwards
Construction Engineer

By D. J. Barbee
D. J. Barbee
Ass't. Construction Engineer

Attach.

NOTED
FOR [illegible] COOPER

RECEIVED
SEP 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 12 1956
FOR FILING

124-[illegible]

37

Salem, Oregon
September 12, 1956

Claim for damages
C. E. Hald

Mr. Robert L. May, Jr.
Assistant Chief Counsel
OFFICE

I have had the matter of claim for damages to a building on 12th and Center Street in Salem, which is the subject of your August 28 letter, investigated. We find as follows.

Some damage to the chrome moulding and loosening of one panel of carra glass was caused by the contractor's equipment colliding with the northeast corner of the building. It would be my recommendation that the contractor be instructed to assume liability for this damage.

Some damage to the building was caused by earth vibration and shock due to heavy equipment working in the immediate vicinity. The building is constructed of concrete blocks and while some cracks had occurred in the building, investigation discloses recent cracking.

The occupants of the building, Boring Optical Company, also state that some of their grinding equipment was moved out of alignment. I doubt if this is very serious.

It is reasonable to assume that the vibratory compactor roller, which the state was operating independently of the contractor, caused some damage. This piece of equipment was acquired by the state on a rental basis and subsequently purchased. It was placed on the job as an item over and beyond those listed in the contract and paid for by an extra work order.

It is my belief that we did cause or aggravate the damage and that we should attempt to work out a fair and equitable settlement with the owner.

Forrest Cooper
Acting State Highway Engineer

FC:fm

FORM 830—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1956

SUBJECT: Union Street-Bellevue Street
Contract No. 4723

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reference is made to your assignment number 37 concerning the claim from Mr. C. E. Hald, owner of a cement-block building at 1194 Center Street. An investigation has been made in the field and a copy of Assistant Division Engineer Asburry's excellent report is attached herewith.

The salient facts of the matter appear to be as follows:

1. The building suffered damage from two distinct causes.

2. Damage to the chrome molding and the loosening of one panel of carra glass, caused by the contractor's equipment that hit the northeast corner of the building.

3. There are cracks in the masonry and the plastered walls which were no doubt caused by our use of a vibratory compactor roller which was rented by the State and used by the contractor under an extra work order. This roller was rented directly from the equipment company and a contractor's man operated it.

4. The contractor refuses to assume any responsibility for any damage done by the vibratory roller.

On the basis of Mr. Asburry's report, in which it is concluded this roller did cause cracks in the masonry and the tenants optical grinding equipment to get out of line, it is recommended that this claim be referred to the Legal Department for proper settlement.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

NOTED
FORREST COOPER

RECEIVED
SEP 12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:jc
Attach.
cc R. L. May

2

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1956

SUBJECT: Union Street-Bellevue Street
Contract No. 4723

To: Mr. Tom Edwards
Construction Engineer
Office

An investigation has been made of the alleged damage to the building owned by C. E. Hald, which building is located at 1194 Center Street, Salem. This investigation was made by Vince Colvin of Warren Northwest Construction Co., Ross Harris, Resident Engineer on the project, and myself.

The building is a concrete block constructed business building with concrete slab floor. The Boring Optical Company occupies the building at this time.

The building has suffered apparent damage during the construction of the above-mentioned project. Something has hit the northeast corner of the building, damaging the chrome molding and loosening one panel of carra glass. The sidewalk along the south part of the building was moved about one-half inch away from the building. These two items of damage were caused by the contractor's equipment and are his obligation to repair.

There are several cracks in the building following the outline of the concrete blocks. According to the tenant, the building had several cracks in it prior to the road construction work but when the State-owned vibratory roller was working in this area, the building was shaken and the cracks were extended. This is borne out by the fresh cracks in the plaster on the inside—the old cracks are dark with age while the new cracks are white with fresh chippings hanging along their edges. The tenant also claims his optical grinding equipment was shaken out of alignment by the same piece of equipment.

The contractor refuses to assume any responsibility for the damage done by the vibratory roller, as it was State-owned and ordered on the project by the State. It would seem that we will have to assume the obligations of making adjustments for damage done by this piece of

Mr. Tom Edwards
September 10, 1956
Page 2

equipment, but I would like to have ruling from the Legal Department about this.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM

RECEIVED
SEP 11 1956
OFFICE OF
CONSTRUCTION ENGINEER

ASSIGNMENT

Date: August 31, 1956 No. 37 By Fc

Description: Copy of letter of August 21
Hald, Portland, whose building
was damaged (on Center Street) in connection with the 12th Street Project, Salem.
Also Bob May's letter of 8-28 to F.C.

Edwards ✓

Acknowledged by_____ Referred to__________

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: Please make usual investigation and report with recommendation.
F.C.

PLEASE RETURN TO
FORREST COOPER

Executed 9-11-56 Report Received________

HIGHWAY DEPARTMENT
TMENT CORRESPONDENCE

lem, Oregon
gust 28, 1956

PLEASE RETURN TO
FORREST COOPER

SUBJECT: Claim of C. E. Hald

. E. Hald came to my office to complain
aused his building located at the inter-
nter Street in the City of Salem, as the
he State's contractor. At my request,
letter setting forth the details of his
herewith a photocopy of his letter. You
ers to certain damage allegedly occasioned
oller. Mr. Hald stated that he had been
roller was owned by the State Highway
on the insurance company for the contractor

if you will have this matter investigated
and advise me of your findings so that appropriate action can be taken.

ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Enc.

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. H. Young

FORM 230—12½M—6-55—65209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1956

PLEASE RETURN TO
FORREST COOPER

SUBJECT: Claim of C. E. Hald

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Several days ago Mr. C. E. Hald came to my office to complain about some damage allegedly caused his building located at the intersection of 12th Street and Center Street in the City of Salem, as the result of the activities of the State's contractor. At my request, Mr. Hald subsequently wrote a letter setting forth the details of his complaint, and I am enclosing herewith a photocopy of his letter. You will note that the letter refers to certain damage allegedly occasioned by operation of a pneumatic roller. Mr. Hald stated that he had been informed that this pneumatic roller was owned by the State Highway Department, and for that reason the insurance company for the contractor had denied liability.

It will be appreciated if you will have this matter investigated and advise me of your findings so that appropriate action can be taken.

Robt L May

ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Enc.

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. H. Young

Salem, Oregon
August 21, 1956

RECEIVED
AUG 2 3 1956
LEGAL DEPT.

Mr. Robert L. May, Jr.
State Highway Department
Salem, Oregon

Dear Mr. May:

In the process of widening 12th Street, our building, which is located at 1194 Center Street has been damaged.

A bulldozer, which I understand belongs to the Warren Construction Company, hit the building several times, causing dents in the building and also tore loose some chrome moulding that was along the carra glass on the front of the building. We had a cement sidewalk at the rear of the building and he also tore this loose. These things you can see if you care to inspect the building.

There was no excuse for this carelessness as several of us stood right there and warned this driver but he paid no attention. He also ripped out a water pipe along side of the building. This water pipe did not affect us only caused a lot more work for the Contractor.

The next thing that happened they brought a pneumatic roller alongside of the building that really did some damage. This roller shook the building terribly. The building had some small cracks in it and this vibration from the roller opened up these cracks considerably and made a lot of new ones. It also shook a florescent light out of the fixture onto the floor and knocked several of the grinding wheels of the Optical Company, that are tenants there, out of plumb.

I contacted Mr. Vince Colvin, who has charge of this work for Warren Construction Co. He inspected the damage and told us his Company would pay the damages. Also he stopped this pneumatic roller from working near the building.

Now I get a letter from the insurance company who represent the Warren Company denying liability, a copy of this letter you have.

I feel someone should pay for this damage and I will appreciate anything you can do for me.

Very truly yours,

C. E. Hald

C. E. Hald
4265 Portland Road
Salem, Oregon

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SEP 12 1956
FOR FILING

FORM E-20X—20M—11-55—80228

12 4-1069

4723

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1956

SUBJECT: Union Street-Bellevue Street
Silver Creek Falls Highway
Contract No. 4723

To: Mr. C. W. Enfield
Chief Counsel
Office

Herewith a copy of a letter from Division Engineer Walker stating that the Warren Northwest Company, contractor on the subject named job, would not execute a price agreement for the tractor used to pull the vibratory compactor roller without written assurance from the State that the State accepted all responsibility for damages arising out of the use of this compactor.

As you are no doubt aware, the vibratory compactor roller referred to was rented by the State directly from an equipment rental company and the contractor operated the same as extra work. There is at the present moment, a claim pending against the State for damage suffered to a masonry block building by action of this vibratory compactor roller.

The following clause is suggested by the contractor to be appended to the price agreement before he will execute the same:

> "Contractor assumes no liability for damage caused by State-owned vibratory roller to any adjacent property, and the Commission agrees to indemnify and hold the contractor harmless against any claims resulting against it because of the use of such State-owned vibratory roller."

Will you please advise this office as to the proper course of action in this matter.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Construction Office Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
SEP 12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—60M—11 55—90224

124-1009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1956

SUBJECT: Union St.-Bellevue St. Section
Silver Creek Falls Highway
Contract No. 4723

To:

Mr. Tom Edwards
Construction Engineer
Office

Recently a Price Agreement covering the cost of the tractor in pulling the vibratory roller on the above-mentioned project was submitted to the contractor for his signature. He returned this Price Agreement without signing and stated that they would not enter into this agreement without written word from the State assuring the contractor that the State would assume all liability for damage caused by the State-owned vibratory roller to any adjacent property. The following is a copy of the clause that they would like to have inserted in the Price Agreement:

"Contractor assumes no liability for damage caused by State-owned vibratory roller to any adjacent property, and the Commission agrees to indemnify and hold the contractor harmless against any claims resulting against it because of the use of such State-owned vibratory roller."

I was wondering if you would sanction the placing of this clause in the Price Agreement or giving the contractor a letter to this effect.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM

RECEIVED
SEP 12 1956
OFFICE OF
CONSTRUCTION ENGINEER

1

RECEIVED
SEP 10 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

[illegible]
4723

September 5, 1956

Mr. Harold Davis
City Engineer
City Hall
Salem, Oregon

Dear Mr. Davis:

This is to confirm our recent conversations regarding the purchasing and payment of the four traffic signal controllers with railroad preemptive features that will be used to make the connection between the traffic signals and the railroad signals at the following intersections:

a. State and 12th Streets
b. Center and 12th Streets
c. Marion and 12th Streets
d. Capitol and Marion Streets

Under the terms of the agreement covering the Union Street-Bellevue project these controllers will be installed by the State; however, the City of Salem, in order to obtain controllers which would conform with those now in use throughout the city, has ordered these signals and will make them available to the State for installation.

The City of Salem, when making its advance deposit from the special bond issue for this project, withheld $2,500 to cover the purchase of these four controllers. It was estimated at that time that this would be sufficient to cover the cost of the four controllers. The City now has been advised by the Eagle Signal Corporation that the four controllers will cost $4,636. Due to savings in right-of-way costs the City now has $3,400 available in the bond fund for purchase of these controllers.

The State cannot make any payment to the Eagle Signal Company on Salem's purchase order; however, if the City, after it has been billed by the Eagle Signal Company, will submit to the State an itemized statement showing actual cost of the controllers less the amount the City has available ($3,400) for the controllers, the State will refund to the City the difference ($1,236).

If the above procedure meets with the City's approval, it will be appreciated if you will give me a letter confirming it.

NOTED
G. S. PAXSON

Very truly yours,

W. C. Williams
State Highway Engineer

John W. Cattrall

By: John W. Cattrall
Engineer, County and City Relations

RECEIVED
SEP 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

JWC:mm
cc: C. H. Maison
G. S. Paxson

RECEIVED
SEP 10 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

124-1007

4723

September 5, 1956

Mr. Harold Davis
City Engineer
City Hall
Salem, Oregon

Dear Mr. Davis:

This is to confirm our recent conversations regarding the purchasing and payment of the four traffic signal controllers with railroad preemptive features that will be used to make the connection between the traffic signals and the railroad signals at the following intersections:

a. State and 12th Streets
b. Center and 12th Streets
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If the above procedure meets with the City's approval, it will be appreciated if you will give me a letter confirming it.

Very truly yours,

W. C. Williams
State Highway Engineer

John W. Cattrall

By: John W. Cattrall
Engineer, County and City Relations

NOTED
C. S. PAXSON

RECEIVED
SEP 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

JWC:mm
cc: C. H. Maison
G. S. Paxson

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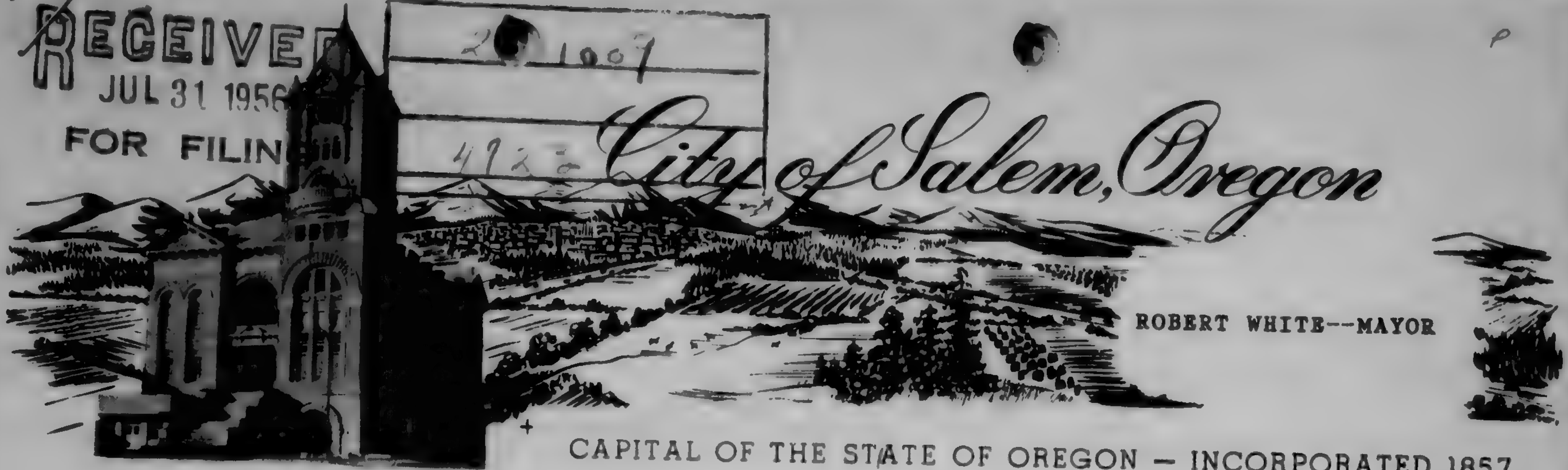

City of Salem, Oregon

ROBERT WHITE--MAYOR

CAPITAL OF THE STATE OF OREGON – INCORPORATED 1857

July 27, 1956

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Thank you for your letter of July 26 regarding driveways on 12th Street.

We appreciate your interest and this matter will be brought to the attention of the city council at their next meeting to be held Monday, August 13 at 7:30 p.m.

Sincerely,

Robert White

Robert White
Mayor

RW:b

REFERRED TO
Williams
By State Highway Engineer

RECEIVED
JUL 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1956
FOR FILING

July 26, 1956

Honorable Robert F. White
Mayor
City of Salem
Salem, Oregon

Dear Sir:

I am gravely concerned over the matter of the City Council of Salem granting by resolution three driveways from 12th Street to property located at 1189 Court Street.

In the first instance, it was my understanding that, due to the State's very material cooperation in the financing of the 12th Street project, any access to be granted would be mutually agreed upon between the City and the State. The State was not consulted in any manner relative to the granting of the three driveways mentioned above and, on the contrary, my letter in opposition to granting of more than two driveways on 12th Street on the south half of the block on the west side between Court and Chemeketa Streets was ignored.

In the second instance, granting of the driveways is in direct conflict with Salem City Ordinance No. 4522, which is an ordinance relating to driveways, providing penalties for violation, and repealing Ordinance No. 3463. The property in question has a frontage on 12th Street of approximately 160 feet. The Ordinance provides that property frontage not exceeding 100 feet may have only one driveway in excess of a 22-foot width, and the width of that driveway shall not exceed 30 feet. As the property has a frontage of 158 feet, the additional 58 feet are then considered as a separate frontage, and the width of this frontage would permit not more than one driveway in excess of 18 feet, and the maximum width of the one driveway would be 26 feet. I had recommended two 30-foot driveways which are within our standards, but the two 30-feet driveways actually are slightly in excess of the limitations of the city code, as the 58-foot frontage would only be entitled to a 26-foot access.

The resolution grants three driveways, but the widths of only two are defined in the resolution. The resolution defines the southerly driveway width as 32 feet, the middle driveway as 24 feet, and, while granting an additional one abutting the alley on the north, it does not give the width, but we understand that this was understood to be 42 feet. Not only do these driveways violate the city ordinance in respect to number and width, but also by reason of permitting the northerly driveway to abut the alley, which, in effect, is granting a 60-foot driveway at that point. Thus, of the approximate 176 foot frontage, including the alley, 65 per cent is driveway and only 35 per cent of the area will remain for the use and safety of pedestrians.

The limited area in which pedestrian traffic is free from vehicular movement makes an extremely hazardous condition, while a number of accesses likewise increases the incidence of hazard of vehicular collisions.

I consider this a very serious matter and I believe that you and the Common Council of the City of Salem should reexamine it and take such action as is necessary to rectify this grave situation. I am of the opinion that the danger was not realized when the action was taken.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Kent Mathewson
City Manager
City Hall
Salem, Oregon

Mr. W. C. Williams

WCW:me fn

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FOR FILIN

NOTED
W. C. WILLIAMS

P

City of Salem, Oregon

OFFICE OF CITY RECORDER

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

July 25, 1956

Oregon State Highway Department
Salem, Oregon

ATTN: Mr. W. C. Williams:

Gentlemen:

We are enclosing herewith a certified copy of City of Salem Resolution No. 6918, concerning construction of driveways on 12th street frontage and on Court street frontage for property at 1189 Court Street.

This Resolution was adopted by the Council at their meeting of July 23, 1956.

Yours very truly,

Alfred Mundt
City Recorder

AM:bjm
Enclosure

RECEIVED
JUL 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, ALFRED MUNDT, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon, and I further certify that the foregoing copy of Resolution No. 6918, passed by the Common Council July 23, 1956 has been prepared by me, and compared with the original thereof, and is a true and correct copy of the original and of the whole thereof.

WITNESS my hand and the seal of the City of Salem, Oregon this 25th day of July, 1956.

City Recorder of the City of
Salem, Oregon

RESOLUTION NO. 6918

WHEREAS, Peery T. Buren has made application to the council for a permit to construct three driveways on the Twelfth Street frontage and two driveways on the Court Street frontage of property located at 1189 Court Street; and

WHEREAS, the driveways desired exceed the amount of space permitted under Ordinance No. 4522 for driveways: now, therefore,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SALEM, OREGON:

Section 1. That Peery T. Buren be allowed a permit to install and construct a driveway abutting on the alley at the north end of the Twelfth Street frontage, a driveway 32 feet wide, three feet north of the cross-walk and sidewalk on Court Street, and a driveway 24 feet wide, 28 feet north of the 32 foot driveway, on the Twelfth Street frontage, and two driveways measuring 27 feet between the parallel sides at angles in the easterly and westerly extremities of the Court Street frontage, with the most easterly edge of the easterly driveway to be three feet west of the Court Street crosswalk where it intersects the Court Street curbline and the westerly edge of the westerly driveway to intersect said curbline at the westerly boundary of the following described property, to-wit:

> Beginning at the southeast corner of Lot 10 in Cartwright's Second Addition to Salem, Marion County, Oregon (See Volume 1, page 24, Record of Town Plats for said County and State); thence west along the south line of Lots 10 and 11, being the north line of Court Street, to the southeast corner of a tract of land conveyed to John Steenblock by deed recorded January 27, 1949 in Volume 400, page 168, Deed Records for Marion County, Oregon; thence North along the east line of said Steenblock tract to the northeast corner of said tract; thence east along the north line of Lots 11 and 10 to the northeast corner of said Lot 10; thence south along the east line of Lot 10 and the west line of 12th Street to the placing of beginning. EXCEPT that portion of the above-described property conveyed by the grantor to the City of Salem by deed recorded in Volume 488, page 403, Deed Records, Marion County, Oregon.

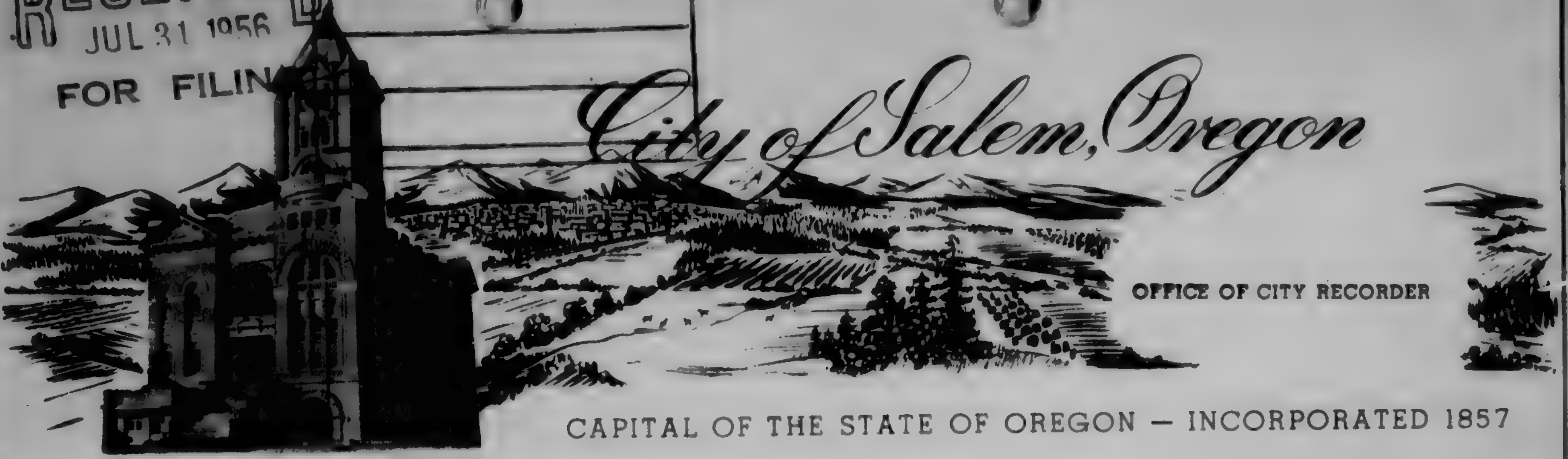
Section 2. That the city engineer is directed to issue a permit for such driveways.

ADOPTED by the Common Council this 23rd day of July, 1956.

ATTEST:

/s/ Alfred Mundt
City Recorder

RECEIVED
JUL 31 1956
FOR FILIN



City of Salem, Oregon

OFFICE OF CITY RECORDER

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

July 24, 1956

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Please be advised that the Council, at their meeting of July 23rd, received and placed on file your letter recommending the disposition of driveway applications on the west side of 12th Street between Court Street and the alley on the north.

Very truly yours,

Alfred Mundt

Alfred Mundt,
City Recorder

AM:b/i

REFERRED TO
Williams.
By State Highway Engineer

You were to, give me data to remonstrate against action taken by the Salem City permit

RECEIVED
JUL 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
JUL 20 1956
FOR FILING

July 20, 1956

Mr. Kent Mathewson
City Manager
City Hall
Salem, Oregon

Dear Mr. Mathewson:

It has come to my attention that application is being made for certain access drives on the westerly side of 12th Street between Court Street and the alley on the north. It is our understanding that this request is for a total of three access drives along this frontage, the northerly of which would in effect be a southerly continuation of the access to the alley.

Traffic on 12th Street will soon reach a high volume. The number and position of the accesses requested will create a definite traffic hazard. The maximum that should be allowed is shown on the attached plan.

Under our agreement, the responsibility for granting permits for these access drives rests with the City, however, we would appreciate consideration of our recommendation herein in making disposition of this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

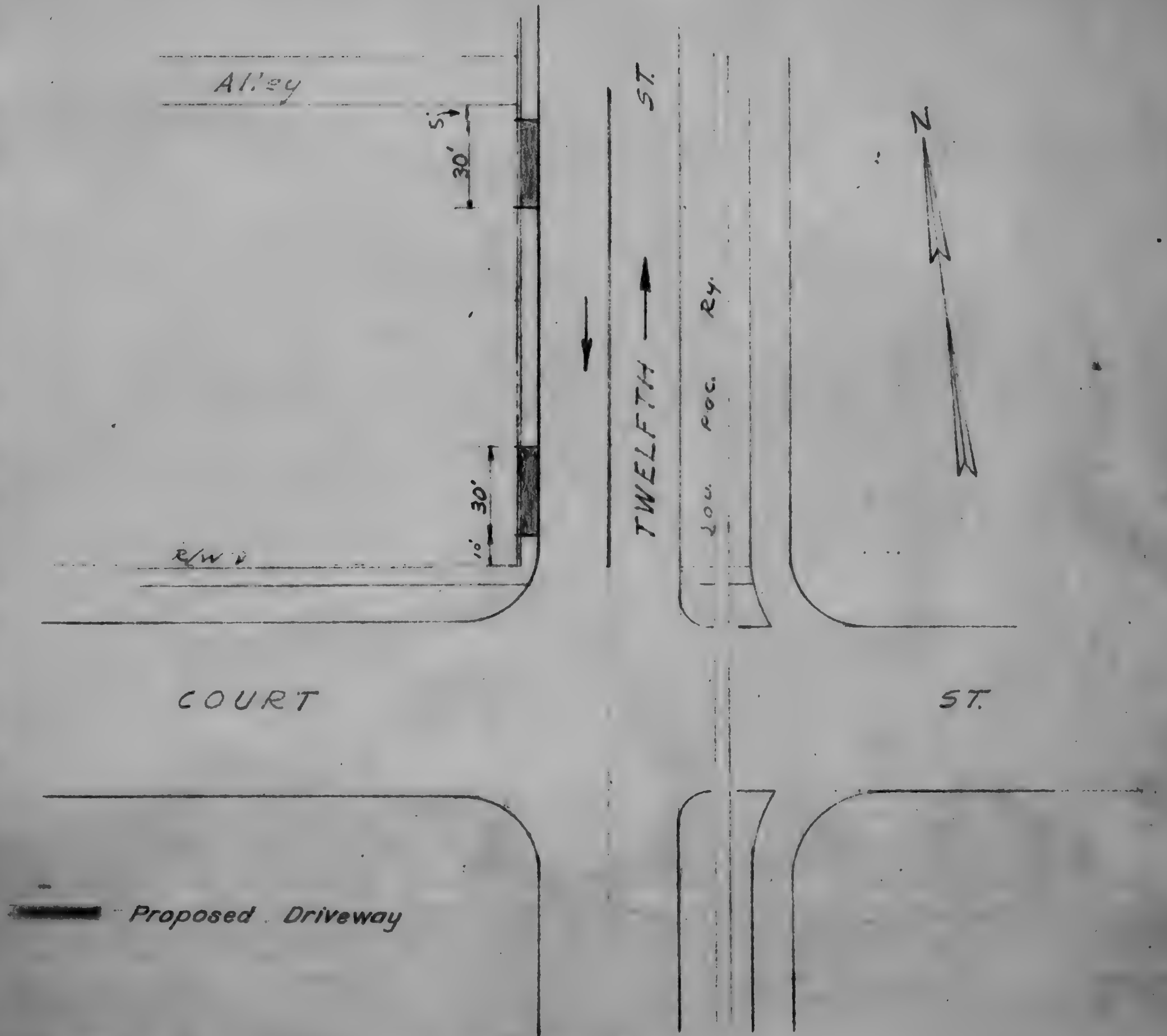
cc Mr. F. B. Crandall
bc Mr. D. J. Barbee
Mr. Ross Harris

FBC:njs GSP hi

GSP

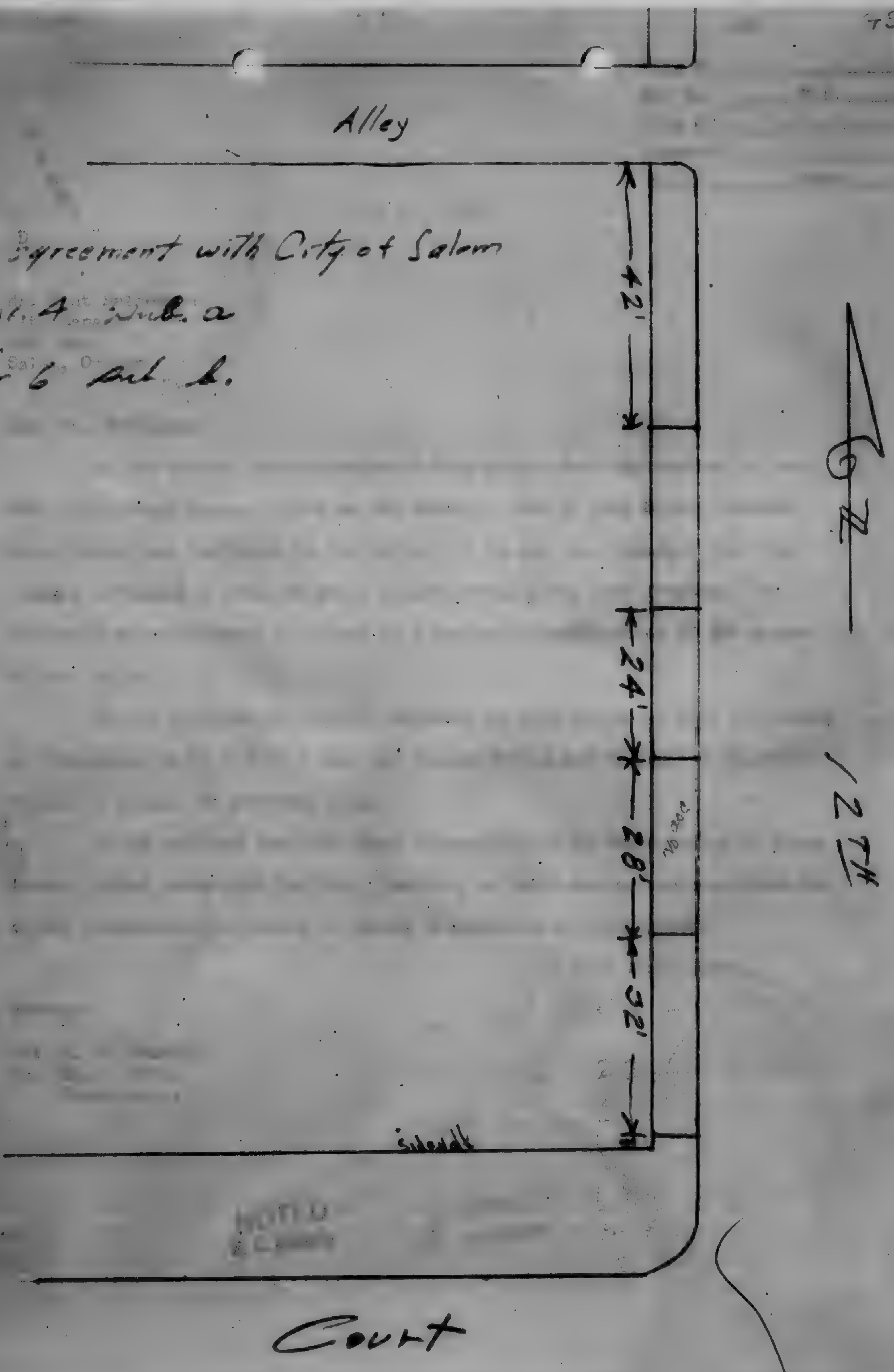
PROPOSED ACCESS
COURT & TWELFTH STS.
SALEM

Scale: 1"=50' July 1956



45P

2-30-



See Agreement with City of Salem
Par. 4 Sub. a
Par 6 Sub. b.

SUGGESTED DRAFT

GSP

File No. __________

Rd. No. ______ M.P. ______

City of __________

Streets __________

Rural ______ Urban ______

July 20, 1956

Mr. Kent Mathewson
City Manager
City Hall
Salem, Oregon

Dear Mr. Mathewson:

It has come to the attention of this office that application is being made for certain access drives on the westerly side of 12th Street between Court Street and the alley on the north. It is our understanding that this request envisions a total of three access drives along this frontage, the northerly of which would in effect be a southerly continuation of the access to the alley.

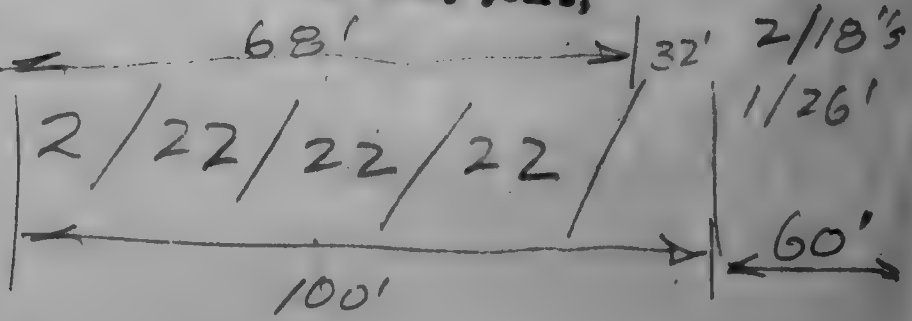
In the interest of expanded movement on 12th Street as will ultimately be developed, it is believed that the access drives, and dimensions thereof, should be as per the attached plan.

It is realized that the final responsibility in the granting of these access drives rests with the City, however, we would appreciate consideration of our recommendation herein in making disposition of this matter.

Very truly yours,

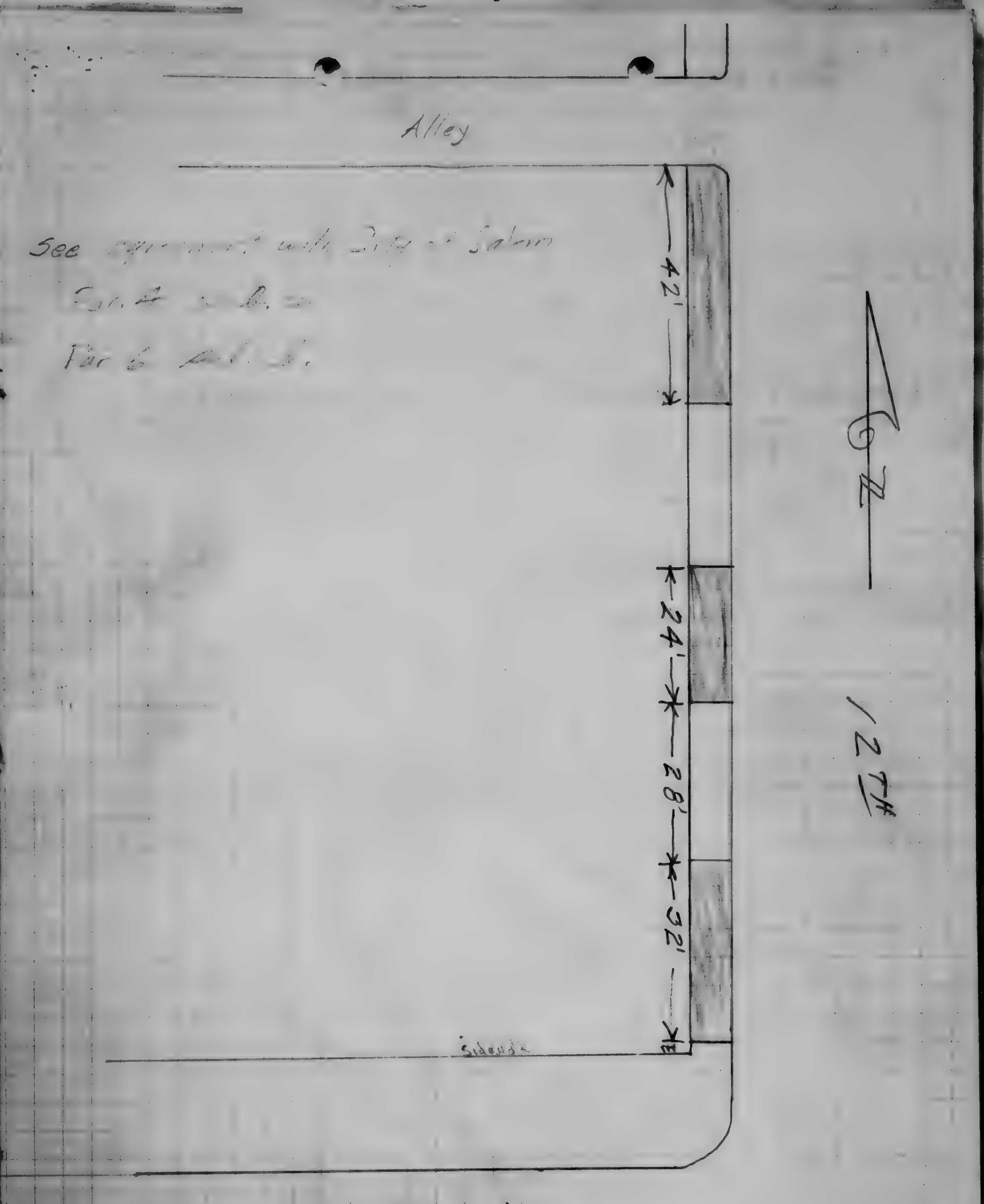
FBC:mjs

cc: F. B. Crandall
bc: D. J. Barhee
Ross Harris

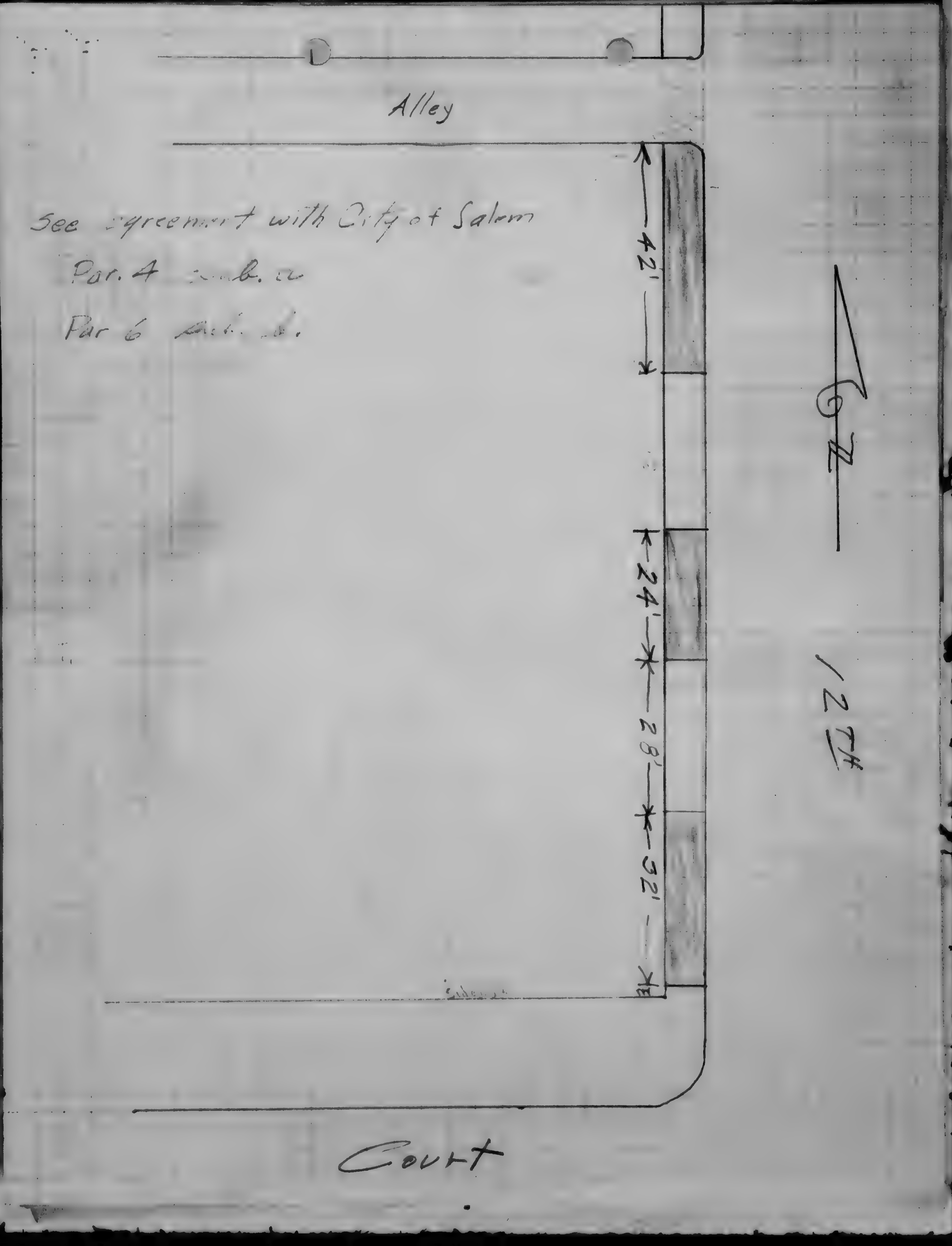


NOTED
R. C. Blensly

NOTED
VAL JOHNSON



See agreement with City of Salem
Sec. 4 sub. B.
Par 6 [illegible]



See agreement with City of Salem
Par. 4 sub. a
Par 6 sub. b.

DATE 7/19/56

TO: X Crandall
__Marjorie
__Johnson
__George
__Stark
__Peterson
__Esch

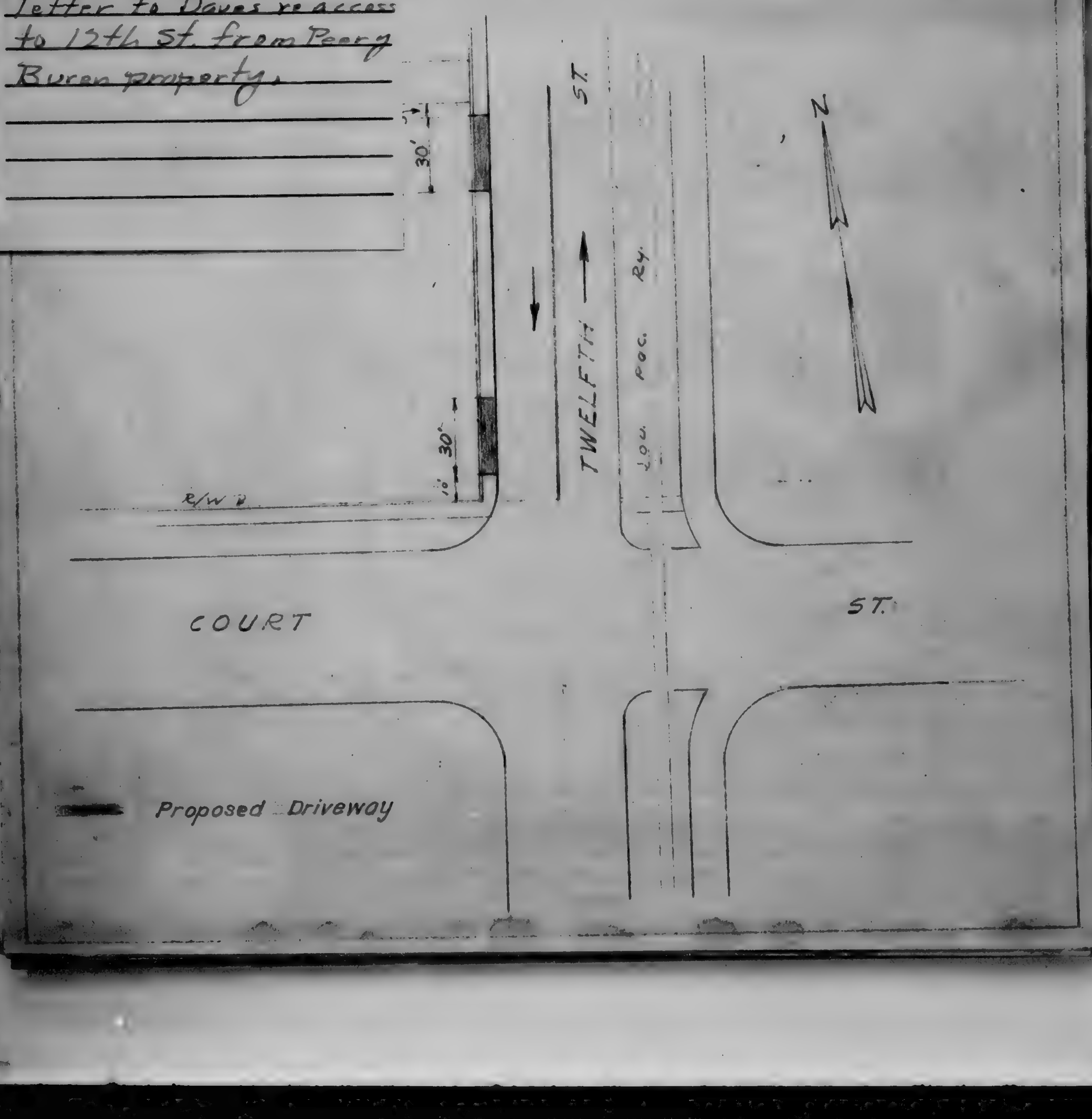
__Head
__Loertscher
__Blensly
__Blair
__Gately
__Schoppert
__Stein

Files

FROM: Johnson

REMARKS: For inclusion with letter to Daves re access to 12th St. from Peery Buren property.

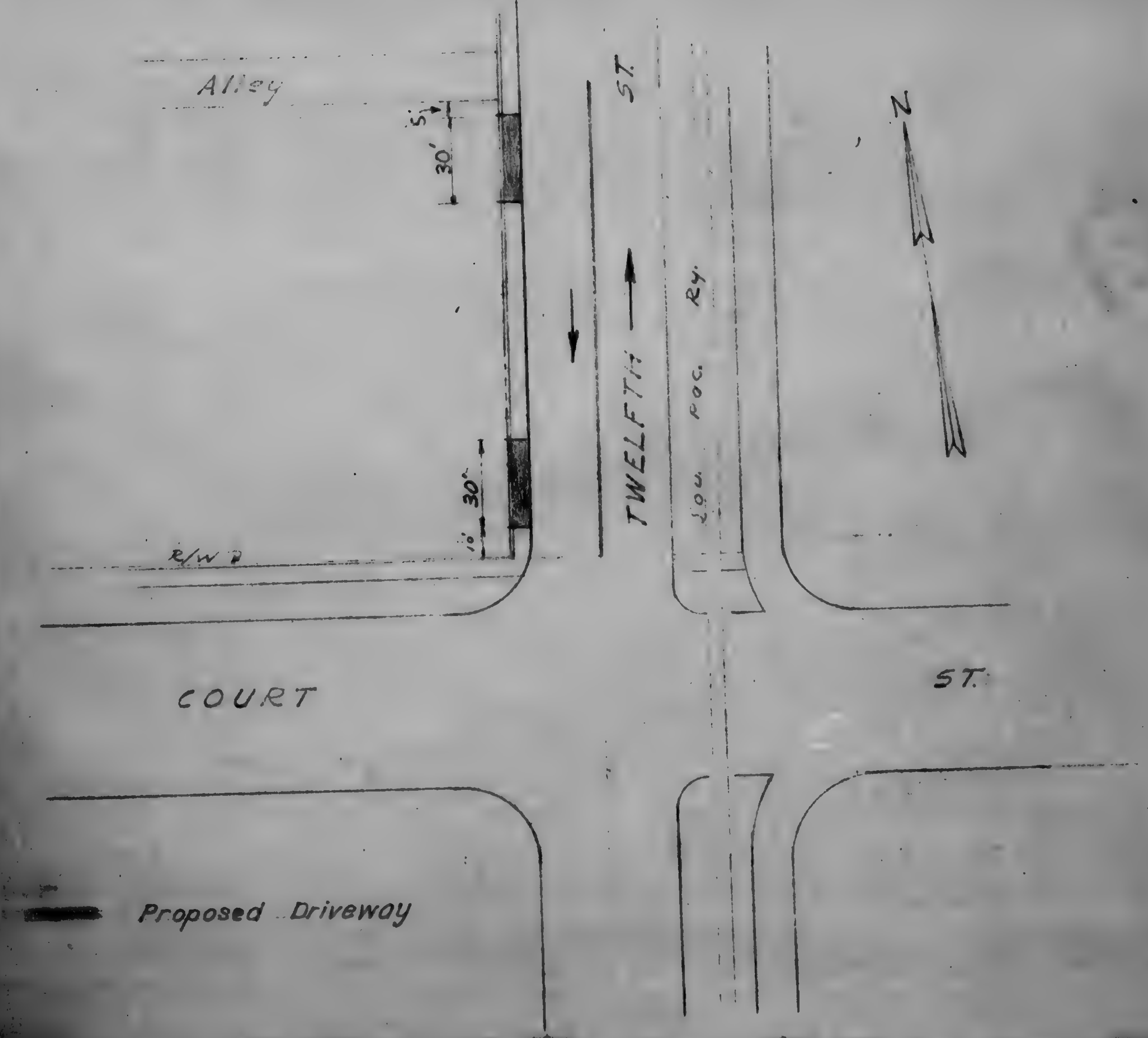
SED ACCESS
IRT & TWELFTH STS.
SALEM
e: 1"=50' July 1956



▬ Proposed Driveway

PROPOSED ACCESS

COURT & TWELFTH STS.
SALEM
Scale: 1"=50' July 1956



TELEPHONE 3-5238

PEERY T. BUREN
ATTORNEY AT LAW

PIONEER TRUST BUILDING
STATE AND COMMERCIAL STREETS
SALEM, OREGON

July 16, 1956

City Engineer, City of Salem
City Hall
Salem, Oregon

Dear Sir:

On May 29 I wrote to the Common Council with reference to driveways on the 12th Street frontage of property located at 1189 Court Street, known as the "Scott property." Subsequently a sketch of the location of the driveways was attached. For the purposes of clarification, and to bring the application up to date, I am renewing my request for driveways at the following locations:

(1) At the North end of the frontage, a driveway abutting on, and not separated from, the alley, which said driveway would extend for 42 feet South of the north boundary of the property. It is requested that such driveway, when installed, will have the same drop as the alley so that vehicles leaving the alley to enter 12th Street could use a portion of the driveway and thus gain more easy access to 12th Street.

(2) A driveway 32 feet in width having its most southerly extremity 3 feet North of the crosswalk and sidewalk on Court Street.

(3) A 24 foot driveway commencing 28 feet to the north of the most northerly extremity of the 32 foot driveway, described in paragraph 2 hereof.

On Court Street we request two driveways measuring 27 feet between the parallel sides to be set at angles in the easterly and westerly extremities of the Court Street frontage, with the most easterly edge of the most easterly

NOTED
F. B. CRANDALL

of the Court Street driveways to be 3 feet west of the Court Street crosswalk at the point where it intersects the Court Street curbline. The most westerly extremities of the most westerly driveway on Court Street to intersect the Court Street curbline at the westerly boundary of the property.

Very truly yours,

Peery T. Buren

PTB:mhs

RESOLUTION NO. 6918

WHEREAS, Peery T. Buren has made application to the council for a permit to construct three driveways on the Twelfth Street frontage and two driveways on the Court Street frontage of property located at 1189 Court Street; and

WHEREAS, the driveways desired exceed the amount of space permitted under Ordinance No. 4522 for driveways; now, therefore,

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

Section 1. That Peery T. Buren be allowed a permit to install and construct a driveway abutting on the alley at the north end of the Twelfth Street frontage, a driveway 32 feet wide, three feet north of the cross-walk and sidewalk on Court Street, and a driveway 24 feet wide, 28 feet north of the 32-foot driveway, on the Twelfth Street frontage, and two driveways measuring 27 feet between the parallel sides at angles in the easterly and westerly extremities of the Court Street frontage, with the most easterly edge of the easterly driveway to be three feet west of the Court Street crosswalk where it intersects the

RESOLUTION NO. 6918

WHEREAS, Peery T. Buren has made application to the council for a permit to construct three driveways on the Twelfth Street frontage and two driveways on the Court Street frontage of property located at 1189 Court Street; and

WHEREAS, the driveways desired exceed the amount of space permitted under Ordinance No. 4522 for driveways; now, therefore,

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

Section 1. That Peery T. Buren be allowed a permit to install and construct a driveway abutting on the alley at the north end of the Twelfth Street frontage, a driveway 32 feet wide, three feet north of the cross-walk and sidewalk on Court Street, and a driveway 24 feet wide, 28 feet north of the 32-foot driveway, on the Twelfth Street frontage, and two driveways measuring 27 feet between the parallel sides at angles in the easterly and westerly extremities of the Court Street frontage, with the most easterly edge of the easterly driveway to be three feet west of the Court Street crosswalk where it intersects the Court Street curbline and the westerly edge of the westerly driveway to intersect said curbline at the westerly boundary of the following-described property, to-wit:

> Beginning at the southeast corner of Lot 10 in Cartwright's Second Addition to Salem, Marion County, Oregon (See Volume 1, page 24, Record of Town Plats for said County and State); thence west along the south line of Lots 10 and 11, being the north line of Court Street, to the southeast corner of a tract of land conveyed to John Steenblock by deed recorded January 27, 1949 in Volume 400, page 168, Deed Records for Marion County, Oregon; thence North along the east line of said Steenblock tract to the northeast corner of said tract; thence east along the north line of Lots 11 and 10 to the northeast corner of said Lot 10; thence south along the east line of Lot 10 and the west line of 12th Street to the placing of beginning. EXCEPT that portion of the above-described property conveyed by the grantor to the City of Salem by deed recorded in Volume 468, page 403, Deed Records, Marion County, Oregon.

Section 2. That the city engineer is directed to issue a permit for such driveways.

ADOPTED by the Common Council this 23rd day of July, 1956.

ATTEST:

/s/ Alfred Mundt

City Recorder

Noted
M. N. Juve

ORDINANCE NO. 4522

AN ORDINANCE relating to driveways, providing penalties for violations, and repealing Ordinance No. 3463.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF SALEM, OREGON:

Section 1. As used in this ordinance (a) 'service driveway' shall mean and include any driveway constructed, installed, or maintained in or over any portion of a public street for the purpose of ingress and egress of vehicles from the street to property abutting the street; (b) 'commercial service driveway' shall mean a driveway to serve business or commercial premises; (c) 'private driveway' shall mean a driveway to serve residential premises, (d) 'automobile service station' shall mean any premises used for supplying gasoline, oil, minor accessories and services, for automobiles at retail, direct to consumer, (e) 'frontage' shall mean the boundary of private property abutting upon a street line; and (f) 'person' shall mean and include person, persons, firm, or corporation, and the singular shall include the plural.

Section 2. That it shall be unlawful for any person to construct or install any service driveway across any sidewalk, parking strip, curb, or in or upon any part of any street without first obtaining a permit from the city engineer. Any person desiring to construct or install a service driveway shall make application in writing to the city engineer, and such application shall state the location of the proposed service driveway, a description of the property to be served by such driveway, the kind or nature of business, if any, conducted upon such premises, and the kind of material proposed to be used in the construction of such driveway, the width of the proposed driveway, and such other data and information as the city engineer may require before issuance of a permit. For such permit the applicant therefor shall pay a fee of Two Dollars ($2.00) for each commercial driveway and One Dollar ($1.00) for each private driveway to the city engineer, which shall by the engineer be paid over to the city treasurer for the account of the general fund of the city.

Section 3. (a) A service driveway for an automobile service station shall not exceed the following maximum widths, to-wit:

PROPERTY FRONTAGE	MAXIMUM WIDTH	
	One Driveway	Two Driveways
Less than 16 feet	8 feet	
16 to 30 feet	50% of width	
30 to 50 feet	22 feet	
Over 50 to 75 feet	26 feet	18 feet
Over 75 feet not exceeding 100 feet	30 feet	22 feet

(b) A private driveway or commercial driveway, excepting a driveway for an automobile service station, shall not exceed the following maximum width:

PROPERTY FRONTAGE	MAXIMUM WIDTH
	One Driveway
Less than 16 feet	8 feet
Over 16 to 30 feet	8 feet or not more than 40% of width
Over 30 to 50 feet	12 feet or not more than 40% of width
Over 50 to 75 feet	22 feet
Over 75 to 100 feet	24 feet

(c) In c[illegible] any property owner desires a servic[illegible]riveway of a greater width or at variance to the provisions of this ordinance, he may apply for the same to the common council, setting forth in his application all information required by the city engineer in applications for service driveway permits, and also setting forth the peculiar, exceptional, or extraordinary circumstances or conditions prompting the application for the variance. The council may approve or reject the application, and, if approved, such action shall be by resolution. Upon approval, the city engineer shall issue the permit upon the payment of the required fee.

Section 4.

(a) That not less than 22 feet of straight curb must separate service driveways on premises under one ownership.

(b) For any frontage in excess of 100 feet, each additional 100 feet, or fraction thereof, shall be considered as a separate frontage.

(c) The width of a service driveway shall be determined by measurement at a point in the street that is six feet from the property line, and the width at the curb line shall not exceed the width so measured plus one-half of the distance between the curb line and said point of measurement.

(d) In case the service driveway is constructed or installed on a corner lot, such driveway shall not be built closer than two feet to the crosswalk at the curb line.

Section 5. The sidewalk across any service driveway shall not exceed one-fourth inch fall to the foot. Also, the sidewalk shall be definitely marked with lines parallel to the curb, in a manner approved by the city engineer.

Section 6. All service driveways hereafter constructed shall be paved with a hard surface pavement from curb line to the outer edge of the sidewalk line.

Section 7. Any service driveway heretofore constructed or installed and now in use, or intended to be used, more than 20 feet in width, shall, by the owners of the property served by such driveway, within 60 days after the effective date of this ordinance, be changed to conform to the provisions of Section 3 hereof. Should such change not be made within the time mentioned, then the street adjacent to such driveway shall be appropriately marked for parking by the city engineer so as to conform with the provisions of Section 3 hereof regulating the width and number of service driveways. In reconstructing and remodeling any such driveways to conform to the provisions of this ordinance, curbs shall be replaced according to the ordinances of the city of Salem, and in accordance with the specifications given by the city engineer.

Section 8. Whenever any premises used as an automobile service station, and having a commercial service driveway or driveways, as authorized by paragraph (a) of Section 3 of this ordinance, hereafter is discontinued or abandoned, or the use changed, then the service driveway or driveways shall be made to conform to the provisions of paragraph (b) of said Section 3 within 60 days after the discontinuance of the service station use.

Section 9. That any person violating any provision of this ordinance shall be punished by a fine not exceeding $200, or by imprisonment not exceeding 30 days, or by both such fine and imprisonment.

Section 10. That Ordinance No. 3463, approved by the Mayor June 10, 1940, be and the same hereby is repealed.

PASSED by the Common Council this 13th day of April, 1953

Signed by the Mayor this 14th day of April, 1953

Attest: Alfred Mundt, City Recorder Al Loucks, Mayor

RECEIVED
JUN 29 1956
FOR FILING

24-1
4123

5919

14
6537 -

Cross Referenced To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28th, 1956

SUBJECT: 12th St. Project (Salem)

To: Mr. J. D. Walker
Division Engineer
Office

NOTED
W. C. WILLIAMS

The Southern Pacific has insisted that we build a Type "C" curb on the 12th Street job where a special type of floating curb was indicated. I am attaching a copy of their letter which lists their objections.

I realize you have had some discussion with them on this matter and I had a go-around with Frank Bartlett in an attempt to argue him out of it as I know it will cost us nothing but money. The matter has come to the point where we will have to give in, so please make the necessary arrangements with the contractor.

Forrest Cooper
Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams

RECEIVED
JUN 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. R. SMITH
SUPERINTENDENT

IN REPLY PLEASE REFER TO
PD-21646

June 26, 1956

Mr. R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Attention - Mr. Forrest Cooper

Dear Sir:

This will confirm conversation had with you and Asst. Engineer F A Bartlett relative to the type of curb that is being proposed for the 12th Street project, Salem:

It is our belief that the floating curb as designed by the State will not hold as it is the intention of the Southern Pacific Co., as soon as the isolated curbs are installed, to remove all pavement between the rails and for proper distance as covered by agreement with the City.

On attached print of our drawing A-1287 we have shown the proposed curb and in yellow the area of the street that will be isolated. In other words, present pavement will be dug out, track ballasted and area left open. This will allow drainage water to seep in under your curb, and believe with a little jar of the wheels could cause curb to cave-in.

The original plan furnished by the City called for an 18 in. curb, as shown as No. 2, Station 1920 to Capitol Street, sheet 2-A, of your condensed drawings. This type of curb was to be installed the complete length of 12th Street. As to the east side of 12th Street, the 18 in. curb will have to be installed as the original street has been disturbed by the installation of conduit which in some cases is right below the curb. We, therefore, feel that the State should give us proper protection and install a curb that will hold any thrust by large trucks, which we know will operate over this area.

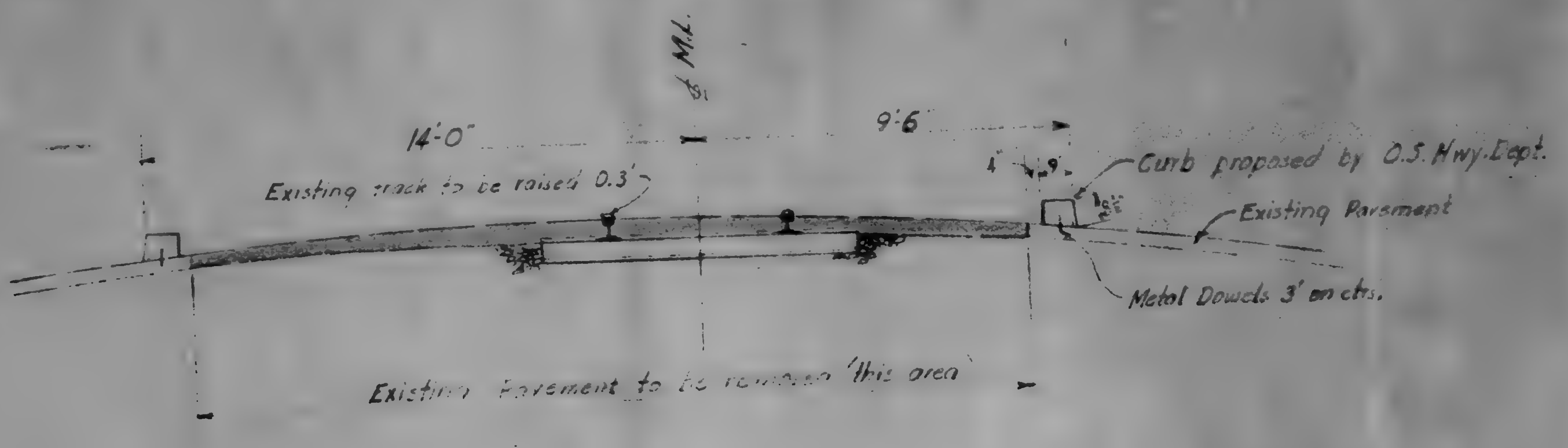
Yours truly,

LRSmith

RECEIVED
JUN 2 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
FORREST COOPER

Portland	DIV'N.
DRAWING	A-1287
SHEET NO.	-


14'-0"
℄ M.L.
9'-6"
4"
9"
Existing track to be raised 0.3'
Curb proposed by O.S. Hwy. Dept.
Existing Pavement
Metal Dowels 3' on ctrs.
Existing Pavement to be removed this area

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
Main Line
SALEM
Sketch-Proposed Curb by O.S. Hwy. Dept.
on 12th Street
Scale ½" = 1'-0"
June 28, 1956

DRAWER

RECEIVED
JUN 26 1956
FOR FILING

124

4

June 26, 1956

Warren Northwest, Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on June 4, as follows:

Contract No. 4703, for grading and paving on the North Brookings Section of the Oregon Coast Highway in Curry County.

Contract No. 4723, for grading and paving on the Union St.-Bellevue St. (Salem) Section of the Silver Creek Falls Highway in Marion County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUN 21 1956
FOR FILING

24-1007

4723

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1956

SUBJECT: Traffic Signal Installation
12th Street Project
Salem

To: MEMO TO FILES

This morning I called Mr. J. L. Franzen, City Manager, Salem, in regard to City purchase of the controllers for the traffic signal installations on the 12th Street project in Salem. Mr. Poujade, who is in charge of the traffic signal installations in Salem, had discussed this with members of the Traffic Engineering Division.

Mr. Franzen stated that a sum of approximately $2,500 remained from those funds which the City had withheld for purchase of right-of-way and that if the State Highway Department concurred, the City desired to purchase the controllers with these funds.

Mr. Franzen was informed that such an arrangement was satisfactory to the State Highway Department provided that sufficient funds were available from excess right-of-way monies to care for the purchase of the controllers and provided that the controllers purchased met the specifications of the State Highway Department. Mr. George of this office and Mr. Poujade will cooperate in the writing of the controller specifications.

NOTED
G. S. PAXSON

Val Johnson

Val Johnson
Traffic Control Engineer

VJ:bc

cc: W. C. Williams
G. S. Paxson

RECEIVED
JUN 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. AL HEAD

R

RECEIVED
JUN 13 1956
FOR FILING

124-1009
4723
6533

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1956

SUBJECT: Ordinance
Union Street-Bellevue Project
Salem
(Assignment No. WCW 6533)

To: Mr. W. C. Williams
OFFICE

I have checked the ordinance and find that it covers all that is required in the agreement.

John W. Cattrall
John W. Cattrall
Engineer, County & City Relations

JWC:mm

cc: F. B. Crandall

RECEIVED
JUN 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1956
FOR FILING

June 11, 1956

Mr. Alfred Mundt, City Recorder
City Hall
Salem, Oregon

Dear Sir:

We are enclosing herewith for the records and files of the City of Salem, a fully executed copy of an agreement between the State Highway Commission and the City of Salem covering the construction of the Union Street-Bellevue Street project in Salem. Also enclosed is a fully executed copy of a maintenance agreement covering the same project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
MAY 29 1956
FOR FILING

May 29, 1956

Mr. L. P. Hopkins, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing under separate cover a copy of the special provisions and plans covering grading, stone base and paving work on the Union Street-Bellevue Street (Salem) Section of the Silver Creek Falls Highway in Marion County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:ia

cc: W. C. Williams
J. W. DeSouza
F. Cooper
H. B. Glaisyer

FORM E-30X—50M—11-55—90225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1956

SUBJECT: Ordinances
Salem One-Way Street Adjustment
12th Street Widening Project
Assignment No. WCW 6533

To: Mr. John W. Cattrall
County and City Relations Engineer
Office

L

I hand you herewith the above numbered assignment which Mr. Williams has referred to this office for "Such action as necessary and report" with a notation "Is this O.K.?".

Inasmuch as you are handling the preparation of the agreement and other related information on this project, will you care for the assignment and report?

J. Al. Head
Assistant Traffic Engineer

JAH:ng
Attachments
cc: Mr. W. C. Williams
Mr. G. S. Paxson

ASSIGNMENT

Date: May 21, 1956 No. 6533 By [illegible]

Description: Letter dated May 15 from City Recorder, Alfred Mundt, with copy of City Ordinance attached and copy of Mr. Glaisyer' reply re ordinance concerning certain city streets to be designated 1-way upon completion of 12th Street widening project.

Acknowledged by____ Referred to CRANDALL

__Investigate and report with recommendation
XX Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Is this O.K?

Executed [illegible] Report Received________

OREGON
WAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

May 17, 1956

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

wledge your letter of May 15, 1956
City of Salem Ordinance No. 4874
whereby certain city streets are
eets upon completion of the Twelfth
.

he letter and the ordinance to the
, Mr. R. H. Baldock, for his

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: R. H. Baldock

RECEIVED
2 1956
TRAFFIC ENGINEER

REFERRED TO
Mr. Williams
By State Highway Engineer

are these all the ordinances that the contract with them requires? Yes
Mr. Baldock so advised
WCW

RECEIVED
MAY 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible] REVISED 8-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

May 17, 1956

Mr. Alfred Mundt
City Recorder
City Hall
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

COPY

Dear Mr. Mundt:

This will acknowledge your letter of May 15, 1956 and a certified copy of City of Salem Ordinance No. 4874 transmitted therewith, whereby certain city streets are designated one-way streets upon completion of the Twelfth Street widening project.

I am referring the letter and the ordinance to the State Highway Engineer, Mr. R. H. Baldock, for his information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: R. H. Baldock

RECEIVED
2 1956
TRAFFIC ENGINEER

REFERRED TO
Mr. Williams
By State Highway Engineer

are these all the ordinances that the contract with them requires? Yes
Mr. Baldock so advised
WCW

RECEIVED
MAY 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

City of Salem, Oregon
OFFICE OF CITY RECORDER
CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

May 15, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing a certified copy of City of Salem Ordinance No. 4874 regarding the making of Court, Chemeketa, Center, and Marion Streets one-way streets from Capitol to Thirteenth; making Thirteenth Street a one-way street from Center to Marion; making that part of Twelfth Street between State and Center on the east side of the railroad a one-way street; prohibiting and regulating parking on various streets; amending Ordinance No. 4000; and repealing Ordinance No. 4001.

This ordinance was passed by the Common Council at their meeting of May 14, 1956.

Yours very truly,

Alfred Mundt
City Recorder

AM:bjm:h
Enc 1

RECEIVED
MAY 17 1956
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

City of Salem, Oregon

OFFICE OF CITY RECORDER

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

May 15, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing a certified copy of City of Salem Ordinance No. 4874 regarding the making of Court, Chemeketa, Center, and Marion Streets one-way streets from Capitol to Thirteenth; making Thirteenth Street a one-way street from Center to Marion; making that part of Twelfth Street between State and Center on the east side of the railroad a one-way street; prohibiting and regulating parking on various streets; amending Ordinance No. 4000; and repealing Ordinance No. 4001.

This ordinance was passed by the Common Council at their meeting of May 14, 1956.

Yours very truly,

Alfred Mundt
City Recorder

AM:bjm:h
Enc 1

RECEIVED
MAY 17 1956
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAY 15 1956
FOR FILING

Salem, Oregon
May 14, 1956

COOPERATIVE CONSTRUCTION AGREEMENT
Union Street-Bellevue Street (Salem) Section
Silver Creek Falls Highway
Salem

Mr. C. W. Enfield
Chief Counsel

The State Highway Commission plans to accept bids for the Union Street-Bellevue Street (Salem) Section of the Silver Creek Falls Highway at its June 4-5 meeting. It is requested that an agreement be prepared covering the following points:

RECITALS: Standard paragraphs under recitals.

THINGS TO BE DONE BY STATE:

1. State shall prepare the plans, let the contract, and supervise construction of the project in accordance with plans attached and marked Exhibit "A."

2. State shall install traffic signals interconnected with the railroad track circuit and with the existing traffic signal system at the following intersections:

   a. State and 12th Streets.
   b. Center " " "
   c. Marion " " "
   d. Capitol and Union Streets.

3. State shall cause to be installed railroad grade crossing protection as follows:

   a. Flashing Light Signals:
      (1) Ferry Street.
      (2) 12th Street.

   b. Drop Arm Gate Signals:
      (1) State Street.
      (2) Court Street.
      (3) Chemeketa Street.
      (4) Center Street.
      (5) Marion Street.

   c. Revise Location of Existing Signal:
      (1) Capitol and Union Street.
      (2) Summer " " "

4. State shall extend the route of the Silver Creek Falls Highway No. 163 from the intersection of 12th and Court Streets northerly on 12th Street to its intersection with Marion Street thence westerly on Marion Street to its intersection with Capitol Street; and also from the intersection of Center and Capitol Streets easterly on Center Street to its intersection with 12th Street. Shown colored in yellow on attached Exhibit "B."

5. State shall not route state highway traffic over the streets described in paragraph 4 above until the proposed project has been completed.

6. The State shall, as long as any portion remains the route of a state highway maintain that part of the project over which state highway traffic is routed.

7. State shall mark and sign the route of the Secondary State Highway No. 163 within the City of Salem. Shown colored in yellow and blue on attached Exhibit "B."

8. State shall remove from the highway system that portion of Secondary State Highway No. 163 formerly routed over Court Street between 12th and Capitol Streets and over Capitol Street between Court and Center Streets. Shown colored in orange on attached Exhibit "B."

9. State shall not allow any cuts to be made in the median strip on 12th Street.

THINGS TO BE DONE BY CITY:

1. City, by executing this agreement, approves the plans attached hereto marked Exhibits "A" and "B."

2. Standard paragraph on movement of city franchised utilities.

3. City shall, without cost to State, move all city owned water, sewer, gas, electric, telegraph, telephone, or other utility conduits, lines, poles, mains, pipes, and facilities of every kind and nature required to be located or reconstructed to conform to the proposed plans and ultimate requirements of the project.

4. The City, by execution of this agreement, does hereby consent, pursuant to and as required by ORS 373.030(2), to any and all changes of grade, if any there be, in connection with or arising out of the carrying out of the project. The City shall save and hold harmless the State of Oregon, the State Highway Commission, the members thereof, its officers, employees, agents, and contractors from any and all claims, causes of action, damages or costs arising out of any change of grade which may be occasioned by the carrying out of this project and from any claims, causes of action, damages or costs predicated upon ORS 373.040.

(5) City shall, upon return of this agreement signed, submit a warrant

or certified check for $159,212.74 which shall be the City's share of the cost of the project.

6. City shall purchase all right-of-way required to complete the proposed project.

7. City shall enact and enforce or keep in effect and enforce the necessary ordinances or resolutions providing for one-way traffic on the following streets in the manner hereinafter provided and as shown by means of arrows on the attached Exhibit "B":

a. One-way Eastbound:
    (1) Court Street between Capitol Street and 13th Street.
    (2) Center " " " " " "

b. One-way Westbound:
    (1) Chemeketa Street between 13th Street and Capitol Street.
    (2) Marion " " " " " "

c. One-way Northbound:
    (1) 13th Street between Center Street and Marion Street.
    (2) The frontage street on the east side of the railroad tracks between Ferry Street and Court Street and between Chemeketa Street and Center Street.
    (3) Capitol Street from Court Street to Center Street.

d. One-way Southbound:
    (1) The frontage street on the east side of the railroad tracks between Chemeketa Street and Court Street.

8. City shall enact and enforce or continue in effect and enforce the necessary ordinances or resolutions regulating the parking of vehicles upon the following streets and in the manner hereinafter provided for:

a. That parking be prohibited as follows:
    (1) On the northerly side of Center Street from the east property line of 13th Street 100 feet east thereof.
    (2) 13th Street:
        (a) On the east side from the north property line of Center Street 130 feet north thereof.
        (b) On the west side between Center and Marion Streets.
    (3) Marion Street:
        (a) On the south side between 12th and 13th Streets.
        (b) On both sides between Capitol and 12th Streets.
        (c) On the south side from the west property line of Capitol Street 180 feet westerly.
    (4) On both sides of 12th and the 12th Street extension between Oak and Capitol Streets.
    (5) On both sides of Union Street between Capitol and Summer Streets.

b. That parallel parking be allowed on both sides of Capitol Street between Court and Center Streets.

9. City shall enact and enforce or continue in effect and enforce the necessary ordinances or resolutions covering the following traffic regulations:

a. That those left turns off 12th Street which cross the railroad at State Street be prohibited during the time that the railroad warning signals are in operation.

b. Private accesses to that portion of 12th Street and the 12th Street extension north of Center Street shall be confined to the following:
   (1) On the southerly side for 30 feet opposite Station 25+48 just east of Capitol Street.
   (2) On the westerly side one 40-foot opening somewhere between Center and Marion Streets. The exact location of this access will be determined at a later date.

c. That 12th Street be extended as a through STOP street from Court Street to Capitol Street.

d. That traffic entering the intersection of 13th and Marion Streets from the north and east be required to stop before entering.

e. At the intersection of 13th and Center Streets the left turn from east to south shall be prohibited.

10. The agreement should be so worded that the portion in regard to control of accesses, one-way traffic, parking restrictions, and traffic regulations will be binding upon the City throughout the life of the project.

11. City agrees to the provisions as described and set forth in paragraph 9 under THINGS TO BE DONE BY STATE.

12. City shall not allow any cuts to be made in the median strip on the 12th Street extension between Union Street and Marion Street and on Union Street between Summer Street and Capitol Street.

13. All ordinances or resolutions as described in paragraphs 7, 8, and 9 under THINGS TO BE DONE BY CITY shall be forwarded to the State at the earliest practicable date.

14. City shall maintain and continue jurisdiction over that portion of 12th Street between Oak Street and State Street and Union Street between Capitol and Summer Streets, and also the 12th Street extension between Capitol and Marion Streets. Shown colored in red on attached Exhibit "A."

15. City agrees to assume maintenance of and jurisdiction over those streets described in paragraph 8 under THINGS TO BE DONE BY STATE.

16. City shall maintain traffic signals after installation and pay for all electric energy consumed. City shall make no changes in the timing program without prior approval in writing from the State.

17. City shall pass an ordinance or resolution authorizing the Mayor and Recorder to enter into this agreement and same shall be made a part of the agreement and attached thereto.

18. City shall remove the existing barricade along the west side of the railroad track on Union Street and install a new barricade across Union Street at the westerly right-of-way boundary line of the 12th Street extension.

19. City shall install a barricade across an alleyway at the northerly right-of-way boundary line of the 12th Street extension opposite Station 24+23.

20. City shall retain jurisdiction for the purposes of maintenance and control all of the sidewalks within the limits of the project.

Please prepare ten copies of the agreement in addition to any required by the Legal Division. Attached are two copies of the plans for the project for your information in preparing the agreement. Copies of Exhibits "A" and "B" will be furnished by the County and City Relations Division. The Salem City Council meets May 28th and the city officials have requested that the agreement be in their hands not later than May 22nd so that they may review it prior to the Council meeting.

G. S. Paxson
Assistant State Highway Engineer

Att.

cc: Forrest Cooper
J. W. Cattrall

FORM E-30X—50,000—10-54—79684

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1956

SUBJECT: COOPERATIVE CONSTRUCTION AGREEMENT
Union St-Bellevue St (Salem) Section
Silver Creek Falls Highway
Salem

To: Mr. Forrest Cooper
OFFICE

Attached is a letter to the Legal Division requesting preparation of an agreement covering the above subject.

Will you please check the agreement, and if correct, forward it to Mr. Paxson so that it will get to the Legal Division as soon as possible.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: G. S. Paxson ✓

RECEIVED
MAY 14 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED BY
G. S. PAXSON

RECEIVED
MAY 9 - 1956
FOR FILING

Salem, Oregon
May 8, 1956

Union Street-Bellevue Street
section in Salem

Mr. W. C. Williams

The City of Salem approved a bond issue in the face amount of $200,000 for this project. These bonds were sold at a discount and netted the City $196,000. From this net amount, the City has incurred the following expenses which are to be paid from the bond funds:

Marion County Sheriff - Serving papers	$ 2.18
Multilithing costs	1.00
Bond advertisement	28.53
Printing of bonds	181.73
Pacific Mutual Company right of way	15,573.32
Peery Buren right of way	16,000.50
Murphy right of way	5,000.00
	$36,787.26

The Peery Buren right-of-way transaction is his asking price, and, while the deal has not been officially closed, this amount probably will be paid. The City has filed condemnation on the Murphy property with an offer of $3,750. Murphy is asking $5,000, which is the amount listed above. If these last two right-of-way projects are completed, the City will have $159,212.74 to turn over to the State toward financing this project.

I would recommend that we enter into an agreement with the City under which they deposit with us this amount of money and take their own chances on settlement of any other claims that might be made against the City on the project.

G. S. Paxson

GSP:gm
cc Mr. J. W. Cattrall

P

RECEIVED
MAY 15 1956
FOR FILING

REFERRED TO
Paxson
BY DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1956

SUBJECT: Union Street-Bellevue Street
section in Salem

To:

Mr. W. C. Williams

The City of Salem approved a bond issue in the face amount of $200,000 for this project. These bonds were sold at a discount and netted the City $196,000. From this net amount, the City has incurred the following expenses which are to be paid from the bond funds:

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Peery Buren right of way	16,000.50
Murphy right of way	5,000.00
	$36,787.26

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I would recommend that we enter into an agreement with the City under which they deposit with us this amount of money and take their own chances on settlement of any other claims that might be made against the City on the project.

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 5-9-56

G S Paxson
G. S. Paxson

GSP:gm
cc Mr. J. W. Cattrall

NOTED
G. S. PAXSON

CERTIFICATION

STATE OF OREGON)
County of Marion) ss
City of Salem)

I, ALFRED MUNDT, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon, and I further certify that the foregoing copy of Ordinance No. 4874, passed by the Common Council on the 14th day of May, 1956, and signed by the Mayor on the 15th day of May, 1956, has been prepared by me and compared with the original thereof, and is a true and correct copy of the original and of the whole thereof.

WITNESS my hand and the seal of the City of Salem, Oregon this 15th day of May, 1956.

City Recorder of the
City of Salem, Oregon

FOR

AN ORDINANCE making Court, Chemeketa, Center, and Marion Streets one-way streets from Capitol to Thirteenth; making Thirteenth Street a one-way street from Center to Marion; making that part of Twelfth Street between State and Center on the east side of the railroad a one-way street; prohibiting and regulating parking on various streets; amending Ordinance No. 4000; and repealing Ordinance No. 4001.

BE IT ORDAINED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

ok Section 1. It shall be unlawful for any person to drive or operate any vehicle in a westerly direction upon Center Street, from Commercial Street to Thirteenth Street, or upon the Center Street Bridge. ok

ok Section 2. It shall be unlawful for any person to drive or operate any vehicle in an easterly direction upon Marion Street, from Commercial Street to Thirteenth Street, or upon the Marion Street Bridge.

ok Section 3. It shall be unlawful for any person to drive or operate any vehicle in a northerly direction upon that part of Twelfth Street between Court Street and Chemeketa Street, lying east of the railroad tracks of the mainline of the Southern Pacific Company.

ok Section 4. It shall be unlawful for any person to drive or operate any vehicle in a southerly direction upon that part of Twelfth Street lying east of the railroad tracks of the mainline of the Southern Pacific Company, between Chemeketa Street and Center Street, and between ~~State~~ Ferry Street and Court Street.

AS AMENDED
MAY 14, 1956

BILL NO. 6006 ORDINANCE NO. 4874

AS AMENDED

A BILL

FOR

AN ORDINANCE making Court, Chemeketa, Center, and Marion Streets one-way streets from Capitol to Thirteenth; making Thirteenth Street a one-way street from Center to Marion; making that part of Twelfth Street between State and Center on the east side of the railroad a one-way street; prohibiting and regulating parking on various streets; amending Ordinance No. 4000; and repealing Ordinance No. 4001.

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OF THE CITY OF SALEM, OREGON:

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ok Section 2. It shall be unlawful for any person to drive or operate any vehicle in an easterly direction upon Marion Street, from Commercial Street to Thirteenth Street, or upon the Marion Street Bridge.

ok Section 3. It shall be unlawful for any person to drive or operate any vehicle in a northerly direction upon that part of Twelfth Street between Court Street and Chemeketa Street, lying east of the railroad tracks of the mainline of the Southern Pacific Company.

ok Section 4. It shall be unlawful for any person to drive or operate any vehicle in a southerly direction upon that part of Twelfth Street lying east of the railroad tracks of the mainline of the Southern Pacific Company, between Chemeketa Street and Center Street, and between ~~State~~ Ferry Street and Court Street.

AS AMENDED
MAY 14, 1956

Section 5. It shall be unlawful to park or stand any motor vehicle at any time

ok (a) on Twelfth Street between Oak Street and the new street to be opened to connect Twelfth Street and Capitol Street north of Union Street;

ok (b) upon the said new street, when opened;

ok (c) upon Union Street, between Capitol and Summer Streets;

ok (d) upon the north side of Center between Thirteenth Street and a point 100 feet east of the east line of Thirteenth Street;

ok (e) upon the west side of Thirteenth Street between Center and Marion Streets;

ok (f) on the south side of Marion Street between Thirteenth and Twelfth Streets;

ok (g) on either side of Marion Street between Twelfth and Capitol Streets;

ok (h) on the east side of Thirteenth Street between Center Street and a point 130 feet north of the north line of Center Street; and

ok (i) on the south side of Marion Street, between Capitol Street and a point 80 feet westerly of the west line of Capitol Street.

ok Section 6. (a) That parallel parking will be permissible upon Capitol Street between Court and Center Streets;

ok (b) That the city engineer shall remove the raised asphalt markers at Capitol and Court Streets, and so much of such markers at Capitol and Center Streets the removal whereof may be necessary to permit the operation of the one-way grid system provided by this and other ordinances.

Section 7. That Section 1, Ordinance No. 4000 passed by the Common Council August 22, 1949, hereby is amended to read as follows:

ok "Section 1. (a) That it shall be unlawful for any person to drive or operate any vehicle in a southerly direction upon Liberty Street, from Oxford Street to Division Street, or upon

Liberty Street, from Belmont Street to Pine Street, or upon Capitol Street, from Court Street to Tile Road; or upon Thirteenth Street, from Center Street to Marion Street.

(b) That it shall be unlawful for any person to drive or operate any vehicle in a northerly direction upon the Fairgrounds Road, from Tile Road to North Summer Street, or upon North Summer Street, from Fairgrounds Road to Center Street, or upon Commercial Street, from Pine Street to Belmont Street, or upon Commercial Street, from Division Street to Oxford Street.

ok

(c) That it shall be unlawful for any person to drive or operate any vehicle in a westerly direction upon Court Street, from Commercial Street to Thirteenth Street.

ok

(d) That it shall be unlawful for any person to drive or operate any vehicle in an easterly direction upon Chemeketa Street, from Thirteenth Street to ~~Commercial~~ Front Street, or upon Division Street, from Liberty Street to Commercial Street."

AS AMENDED MAY 14, 1956

Section 8. That Section 2 of Ordinance No. 4000, passed by the Common Council August 22, 1949, hereby is amended to read as follows:

ok

"Section 2. Northbound trucks moving through the City of Salem shall enter the city on Twelfth Street and proceed on that street to the new street connecting Twelfth and Capitol north of Union Street; thence along said new street to Capitol Street; thence along Capitol Street to Fairgrounds Road and the Portland Road to the north city limits, and southbound trucks moving through said city shall enter on the Portland Road and proceed along that road to Pine Street, as extended; thence along Pine Street to Commercial Street, and thence along Commercial Street to the south city limits; and it shall be unlawful for any person to drive or operate any truck moving through the city upon any other streets, or in any other direction than herein named or designated upon the streets herein named. The provisions of this section shall not be construed as applying to trucks being operated into the city for the purpose of receiving or discharging freight, or going to or from a depot or truck terminal maintained in the city; provided that at no time shall trucks be operated upon Summer Street, between Fairgrounds Road and Center Street; and provided further that it shall be unlawful to drive or operate any northbound truck which originates south of the intersection of the Twelfth Street cutoff road with the Pacific Highway, or approaches such intersection from the south, upon South Liberty Street, between Superior Street and Mill Street, or upon that diagonal street connecting Liberty Street and Commercial Street, between Superior Street and Oxford Street; and provided further, that public carriers of passengers, and trucks delivering or picking up goods from premises fronting upon said street

AS AMENDED
MAY 14, 1956

ok "Section 9. (a) Any person driving or operating any vehicle in a westerly direction on Marion Street shall bring the same to a complete stop before entering Thirteenth Street.

ok (b) Any person driving or operating any vehicle in a southerly direction on Thirteenth Street shall bring the same to a complete stop before entering Marion Street."

ok "Section 10. That Twelfth Street, and the new street to be opened and established connecting Twelfth Street and Capitol Street in the Capitol Shopping Center, and Union Street between Capitol Street and Summer Street, which three streets when completed form a continuous way, are hereby declared through streets; and it shall be unlawful for any person to operate or drive any vehicle into any of said portions of said streets from either side thereof without first coming to a complete stop." Provided, when traffic is directed at any intersection by an officer or traffic signal, then the direction of such officer or traffic control signal shall prevail.

and constructed, and said widened Twelfth Street and said new street are opened to public travel.

PASSED by the Common Council this 14th day of May 1956.

Signed by the Mayor this 15th day of May 1956.

/s/ Robert White
Mayor of the City of Salem

ATTEST:
/s/ Alfred Mundt
City Recorder

RECEIVED
JUN 1956

FOR FILING

124-11

4623

MISC. CONTRACTS and
AGREEMENTS No. 1748

Also amend 278

Salem, Oregon
June 11, 1956

City of Salem Agreements
Re: Union Street-Bellevue
Street Project.

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four fully executed copies of a maintenance agreement with the City of Salem covering the construction of the Union Street-Bellevue Street project in the City of Salem. Also attached is a conformed copy of an agreement covering the same project.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the City Recorder, Salem, Oregon

Secretary

rn
Attach: 5

REFERRED TO
~~[illegible]~~
BY SECRETARY

file

[illegible]

FORM 230—50M—2-55—82960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1956

SUBJECT: City of Salem Agreements
Re: Union Street-Bellevue
Street Project

To: Mr. G. S. Paxson
OFFICE

Attached are two copies of an agreement with the City of Salem covering the construction of the Union Street-Bellevue Street project in Salem. Also attached are six copies of a maintenance agreement covering this same project. All copies of both agreements need your signature and then presentment to the Highway Commission. Four copies of the maintenance agreement should be returned to this office for distribution.

John W. Cattrall
John W. Cattrall
Engineer, County & City Relations

JWC:te
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date June 1 1956

2 [illegible]

Ret'n 2 copies
of each agreement

AUTHORIZED BY HIGHWAY COMMISSION
DATE
H. B. Glaisyer
Secretary

(A)

RECEIVED
JUN 6 - 1956
FOR FILING

124-1009

4723

June 6, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on June 4, 1956 awarded to you State Highway Contract No. 4723 for grading and paving Union Street-Bellevue Street (Salem) Section of the Silver Creek Falls Highway in Marion County.

This award was based on your bid of $169,927 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVE
JUN 1 - 1956
FOR FILIN

Cross Referenced To:

City of Salem, Oregon

OFFICE OF CITY ATTORNEY

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

June 1, 1956

W.C. Will

5913
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6537

Oregon State Highway Commission
State Highway Building
Salem, Oregon

W. C. WILLIAMS

Attention: Clifford W. Enfield, Chief Counsel

Gentlemen:

In connection with the Twelfth Street Project in Salem, find enclosed the following documents:

1. Agreement in duplicate between the State of Oregon, acting through the highway commission, and the City of Salem, signed by the officers of the city pursuant to authority granted by the Common Council May 28, 1956.
2. Agreement in five counterparts between the City of Salem and the Oregon State Highway Commission concerning the maintenance of some of the streets mentioned in the contracts enclosed under paragraph 1 hereof in connection with approval of the project by the Bureau of Public Roads, all counterparts being signed by the officers of the city duly authorized on such behalf by the Common Council.
3. Resolution No. 6878 passed by the Common Council May 28, 1956, signed by the officers of the city with reference to the same project.
4. Certificate of the city recorder setting forth a transcript of some of the minutes of the meeting of the Common Council held May 28, 1956, showing adoption of resolutions authorizing the above agreements, the certificate being in duplicate.
5. Warrant of the City of Salem in the sum of $159,212.74

These are being forwarded to you, Mr. Enfield, so that an insertion can be made, probably at the foot of page 4 of the long agreement, providing for an access on the northerly side of Twelfth Street, as extended, being the driveway or place of access allowed Southern

Pacific Company, so that they may reach their warehouse. This is a matter the engineers and railroad company apparently agreed upon after you received your instructions to prepare the contract. The officers of the city have signed the agreement understanding this access would be allowed, as I am informed the Southern Pacific Company will not waive this access.

Also, the main agreement is silent as to the bridge to be constructed or reconstructed over Shelton Ditch on Twelfth Street opposite the Southern Pacific depot, although Exhibit B shows the southerly line of the project to be south of the ditch and shows the bridge. The city is entering into the agreement with the understanding the bridge will be erected or reconstructed by the highway commission under a subsequent agreement and be paid for by the highway commission. The deposit made with the highway commission by the city in the sum of $159,212.74 is all the money the city is to turn over to the highway commission, and when the bridge is built or reconstructed payment therefor is to be made by the highway commission from these funds and/or such other funds as the highway commission may provide.

I understand there are some minor details in the plans which are a part of the contract which will be changed, but that the engineers have agreed thereon and they are of no great importance and do not require modification before the contract is signed.

Yours very truly,

Chris. J. Kowitz
City Attorney

CJK/dec
enclosures

RECEIVED
JUN 1 - 1956
FOR FILING

34-1331

9723

Cross Referenced To:

Salem, Oregon
May 31, 1956

12th Street project in Salem

Mr. C. W. Enfield

At a conference with the Southern Pacific Company, represented by Mr. Oglesby H. Young and Mr. Frank Bartlett, it was agreed that we would grant one access to the Southern Pacific Company's property lying north of 12th Street extended on the 12th Street project in Salem. This access is to be 40 feet in width, the center being opposite our Station 21+00. I am attaching hereto a set of the plans for this project, and on Sheet D-3 you will see the location of the Southern Pacific property and of the proposed roadway.

The Southern Pacific Company also requested an access to property on the west side of 12th Street just south of Union Street. At this discussion they agreed to forego the request for access to this property.

I understand that you are to add a provision, covering this one access, to the City-State agreement for this project.

G. S. Paxson

GSP:gm

Attach.

RECEIVED
JUN 1 - 1956
FOR FILING

Southern Pacific Company
800 PACIFIC BUILDING, PORTLAND 4, OREGON

KOERNER, YOUNG, McCOLLOCH & DEZENDORF

May 29, 1956

Our File: SP-1948

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
First Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: 12th Street Project - Salem

Dear Mr. Williams:

After conferring with you with reference to highway access to the remaining two parcels of property owned by Southern Pacific Company in Knight's Addition, adjacent to the proposed new highway, we contacted management concerning your recommendations. We understand that you will recommend to the Highway Commission that a means of access be granted at the northeast portion of the railroad's property on the easterly side of the proposed highway. This property is now under lease to the Gabriel Lumber Co. This concession is made because the property abutted a dedicated, but unimproved, way and would otherwise be landlocked.

Although we also requested access to the balance of Lot No. 11 in Knight's Addition, you have refused to recommend this to the Commission, explaining that the property owner will continue to enjoy the same access it now has to Union Street. After conferring with management, we learned that they will accept your recommendations. Please advise us of the action taken by the Commission.

We sincerely appreciate the courtesy of you and your staff in discussing this matter in detail with us.

Very truly yours,

KOERNER,YOUNG,McCOLLOCH & DEZENDORF

By Oglesby H. Young

RECEIVED
JUN 1 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 23 1956
FOR FILING

24 [illegible]

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6527
5917
14

May 22, 1956

Koerner, Young, McColloch & Dezendorf
Attorneys
800 Pacific Building
Portland 4, Oregon

Your File: SP-1948

Attention: Mr. Oglesby H. Young

— [illegible]
m. 6527 hcw

Gentlemen:

In reply to your letter of May 19 having reference to access to the proposed new street running through Knight's Addition in the city of Salem, it is requested that you contact Mr. Forrest Cooper, Construction Engineer of the State Highway Department for a conference relative to this matter.

Mr. Cooper's office is in the State Highway Building, and his telephone number is 4-2171, extension 758.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. Forrest Cooper

8-55-1M S-3510 1

RECEIVED
JUN 1 - 1956
FOR FILING

Southern Pacific Company
800 PACIFIC BUILDING, PORTLAND 4, OREGON
KOERNER, YOUNG, McCOLLOCH & DEZENDORF
GENERAL ATTORNEYS

May 19, 1956
Our File: SP-1948

6537
5919
14

NOTED
W. G. WILLIAMS

R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Re: 12th Street Project - Salem

Dear Mr. Baldock:

We are in receipt of a letter from Mr. Chris J. Kowitz to us under date of May 17, 1956, a copy of which was forwarded to you, wherein he advises us to contact you with reference to access to the proposed new street running through Knight's Addition in the City of Salem. Please advise us of the name of your representative who will handle this matter and the undersigned will make immediate arrangements to review this matter with him.

Very truly yours,

KOERNER, YOUNG, McCOLLOCH & DEZENDORF

By Oglesby H. Young

RECEIVED
MAY 22 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: May 22, 1956 No. 6537 By ~~wa~~

Description: Letter of May 19 from Koerner, Young, McColloch & Dezendorf to RHB, letter of May 17 by Chris Kowitz to RHB encl. copy of letter from SP attorneys to Chris Kowitz, copy of letter OSP to CWE re agreement, J. Graham letter to FC, map. All re Union St.-Bellevue St. Sec., particularly as to access

Acknowledged by____ Referred to Cooper ✓

_ Investigate and report with recommendation
X Such action as necessary and report
_ Comment or recommendation
_ Return with rough draft of reply
_ Prepare reply for signature of Mr.______
_ Contact correspondent and report

Remarks:

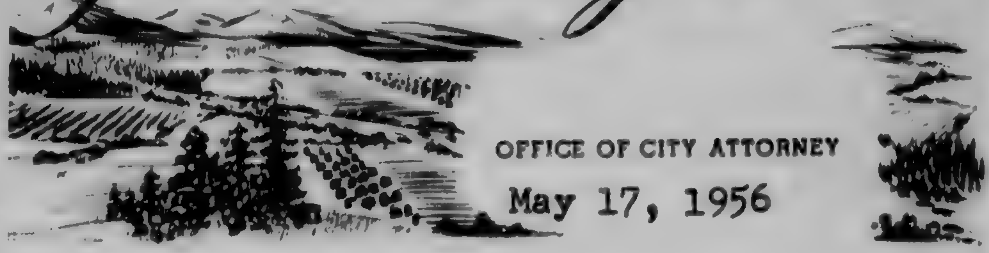
PLEASE RETURN TO
W. C. WILLIAMS

Access granted to property lying south of 12th St extension.

Executed 5-31-56 Report Received_______
me

---

of Salem, Oregon



OFFICE OF CITY ATTORNEY

May 17, 1956

OF THE STATE OF OREGON — INCORPORATED 1857

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

ission

enclosing a letter received from
cColloch & Dezendorf, attorneys of
any, with reference to access to the
etween Capital and Twelfth Streets
in the Salem Shopping Center. The contract between the city and the railroad company referred to in the enclosure is silent as to access.

Yours very truly,

~~Chris. J. Kowitz~~
City Attorney

CJK/dec
enclosure
cc: J. H. Davis, City Engineer
J. L. Franzen, City Administrator

RECEIVED
MAY 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

REFERR TO

Barbee

BY DEPUTY STATE HIGHWAY ENGINEER

Please show me map of this.

WCW

of Salem, Oregon

OFFICE OF CITY ATTORNEY

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

May 17, 1956

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

For your information I am enclosing a letter received from Messrs. Koerner, Young, McColloch & Dezendorf, attorneys of the Southern Pacific Company, with reference to access to the new street to be opened between Capital and Twelfth Streets in the Salem Shopping Center. The contract between the city and the railroad company referred to in the enclosure is silent as to access.

Yours very truly,

Chris. J. Kowitz
City Attorney

CJK/dec
enclosure
cc: J. H. Davis, City Engineer
J. L. Franzen, City Administrator

RECEIVED
MAY 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

City of Salem, Oregon

OFFICE OF CITY ATTORNEY

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

May 17, 1956

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

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State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

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Yours very truly,

Chris. J. Kowitz
City Attorney

CJK/dec
enclosure
cc: J. H. Davis, City Engineer
J. L. Franzen, City Administrator

RECEIVED
MAY 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

SOUTHERN PACIFIC COMPANY
800 Pacific Bldg.
Portland 4, Oregon

May 15, 1956

Our File: SP-1948

Chris. J. Kowitz, Esq.
City Attorney
Salem, Oregon

Re: 12th Street Project - Salem

Dear Mr. Kowitz:

Reference is made to that agreement between the City of Salem and Southern Pacific Company executed on November 22, 1955, concerning street improvements on 12th Street. We are advised that the City of Salem has agreed with the Oregon State Highway Commission that there will be no access to the highway except at street intersections.

Kindly refer to the map attached to the agreement and you will note that the proposed roadway in Block 1, Lot 11 of Knight's Addition does not take in all of Lot 11. The same situation is present on the opposite side of the proposed roadway at this point, which area was formerly leased to Keith Brown Building Supply or the Gabriel Lumber Co.

If the balance of Lot 11 and the railroad's property on the opposite side of the proposed roadway should become non-access property then the market value of this property would begreatly reduced. A review of the contract shows that the railroad did not agree to give a non-access easement. Presumably this matter was not discussed during the negotiations. Southern Pacific Company refuses to give greater consideration than that recited in the agreement. As you know, the railroad donated land for street improvement purposes. We will be pleased to discuss this matter further with you. Kindly advise the Oregon State Highway Commission of the position Southern Pacific Company takes in this matter.

Very truly yours,

KOERNER, YOUNG, McCOLLOCH & DEZENDORF

By /s/ Oglesby H. Young

RECEIVED
MAY 17 1956

FOR FILING

24-1001

1123

May 17, 1956

Mr. Alfred Mundt
City Recorder
City Hall
Salem, Oregon

Dear Mr. Mundt:

This will acknowledge your letter of May 15, 1956 and a certified copy of City of Salem Ordinance No. 4874 transmitted therewith, whereby certain city streets are designated one-way streets upon completion of the Twelfth Street widening project.

I am referring the letter and the ordinance to the State Highway Engineer, Mr. R. H. Baldock, for his information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: R. H. Baldock
(Orig. letter & ordinance
sent to Mr Baldock)

File

RECEIVED
JUL 10 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

~~08-35~~

May 17, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project US-265(3),
Union Street-Bellevue Street
(Salem) Section, Silver Creek
Falls Highway

Dear Sir:

We have today approved P. S. and E. documents for subject project. This is your authority to advertise for bids.

Approval of P. S. and E. and authorization for advertising are given with the understanding that parking will be prohibited on the completed roadway.

Our final acceptance of the completed project must await completion of the protection devices mentioned in P.U.C. order #34285 dated January 16, 1956, and in the agreement between the city of Salem and the Southern Pacific Company, dated November 22, 1955.

Concurrence in award of contract will be withheld pending receipt of advice from the Washington Office regarding the necessity for a State-railroad agreement on this project and pending notification that all rights-of-way or rights-of-entry have been acquired.

It is suggested that consideration be given to a change in type of inlet gratings to that which employs bars parallel to the curb.

Please submit the usual encroachment resolutions.

Very truly yours,

C G Polk

G. POLK
istrict Engineer

This project withdrawn
from Fed. aid.

RECEIVED
JUN [illegible] 1956
OREGON
STATE HIGHWAY COMMISSION

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MAY 28 1956
FOR FILING
FORM E30—50M—2-55—[illegible]

24 [illegible]
4123

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1956

NOTED
W. C. WILLIAMS

SUBJECT: 12th Street, Salem

To:

Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

Following is a breakdown on estimated costs on the 12th Street improvement in Salem as made in the office and present costs from the field:

	Previous Est. in Office	Present Est. from Field
Grading, Paving & Structures	$214,250	$273,000
Railroad Signals & Connections	41,600	41,600
Traffic Signals	13,500	23,500
Widen Intersecting Streets for One-Way Grid	--	2,200
Right of Way	36,000	36,000
Totals including Engr. & Cont.	$305,350	$376,300

The differences in cost is accounted for by $2,200 for increasing radii on streets of the one-way grid and an additional $10,000 for traffic signals, partly due to the necessity of one additional signal on the one-way grid and partly due to the city requiring that all overhead wires be removed from 12th Street requiring conduit for this work.

The $58,750 difference on grading, paving and structures was largely made through an increase in pavement depth from 3½" to 4", the substitution of intregal curb and gutter for straight curb and the removal of pavement between Ferry Street and Mill Street in order to strengthen the subbase.

I have discussed this matter with Mr. Cooper and am listing some savings that could be made if it is desired to cut down on the job.

Starkey had planned a wall with a pipe handrail along Berg's block. The walk in this area is a maximum of 12" above the paved parking lot. Mr. Cooper was of the opinion that this could be eliminated and a curb substituted, projecting about 6" above the walk. This would save approximately $3,000.

Mr. Webber had originally given us 3½" of pavement depth on the basis of medium traffic. The field plans call for 4" of AC. Reducing this pavement thickness to 3½" would save approximately $ 4,000

Starkey had planned on removing all pavement from Ferry Street to Mill Street to strengthen the subgrade. We had originally planned on half-soling this section. The condition of the subgrade was not known when originally estimated. This section is city street only and if the City was doing the work I am sure they would resurface only. This would save an approximate $ 6,500.

It was planned to remove all pavement west of the tracks from Court Street to Ferry Street and construct the new roadway crowned in the center. If thought satisfactory to drain the 48 feet of pavement all to one side, the pavement can remain and be repaved. This will save an approximate $ 6,000

An additional saving of $ 10,000 can be made by using our regular type "C" curb instead of the intregal curb and gutter.

D. J. Barbee

D. J. Barbee
Urban Engineer

DJB:ep

cc - Forrest Cooper

RECEIVED
MAY 10 1956
FOR FILING

FORM E-30X—50M—11-50—90228
[illegible] 9

4/23

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1956

SUBJECT: Preparation of State-City Agreement
Twelfth Street Project
Salem

To: John W. Cattrall
County & City Relations Engineer
Office

Pursuant to your request, we are furnishing the following material to be included in the state-city agreement covering the Twelfth Street project here in Salem. It is understood that you are familiar with the method for sharing of the cost of the project. I am, however, sending a copy of this to Mr. F. Cooper and suggest you confer with him on construction details.

In the way of traffic control items, I offer the following:

THINGS TO BE DONE BY THE STATE:

1. Install traffic signals, interconnected with the railroad track circuit and with the existing traffic signal system at the following intersections:

   State and Twelfth Streets
   Center and Twelfth Streets
   Marion and Twelfth Streets
   Capitol and Union Streets

2. Furnish and install all necessary signs.

THINGS TO BE DONE BY THE CITY:

1. Enact resolutions or ordinances for the following:

   a. That one-way streets be established as follows:

      (1). One way Eastbound

      Court Street between Capitol Street and 13th Street.
      Center Street between Capitol Street and 13th Street.

      (2). One way Westbound

      Chemeketa Street between 13th Street and Capitol Street.
      Marion Street between 13th Street and Capitol Street.

NOTED
G. S. PAXSON

(3). One way Northbound

13th Street between Center Street and Marion Street.

The frontage street on the east side of the railroad tracks between Ferry Street and Court Street and between Chemeketa Street and Center Street.

(4). One way Southbound

The frontage street on the east side of the railroad tracks between Chemeketa Street and Court Street.

b. That Twelfth Street be extended as a through stop street from Court Street to Capitol Street.

c. That traffic entering the intersection of 13th and Marion Streets from the east and north be required to stop.

d. That parking be prohibited as follows:

(1). On the northerly side of Center Street from the east property line of 13th Street to a point 70 feet east thereof.

(2). On 13th Street:

(a). On the east side from the north property line of Center Street to a point 50 feet north thereof.

(b). On the west side between Center and Marion Streets.

(3). On Marion Street:

(a). On the south side between 13th and 12th Streets.

(b). On both sides between 12th and Capitol Streets.

(4). On both sides of Twelfth Street and the Twelfth Street extension and against the median strip between Oak and Capitol Streets.

(5). On both sides of Union Street and against the median strip between Capitol and Summer Streets.

e. That parallel parking be allowed on both sides of Capitol Street between Court and Center Streets.

f. That those left turns off Twelfth Street which cross the railroad tracks at State Street be prohibited during the time that the railroad warning signals are in operation.

2. Maintain traffic signals after installation and pay for all electric energy consumed. The City shall make no changes in the timing program without prior approval in writing from the State.

GENERAL:

1. Accesses at that portion of Twelfth Street and the Twelfth Street extension north of Center Street shall be confined to the following:

    a. On the southerly side for 30 feet opposite Station 25+48 just east of Capitol Street.

    b. On the westerly side a 40-foot opening somewhere in the general vicinity of Station 14+42. The exact location of this access will be determined at a later date.

2. The agreement should be so worded that the portion in regard to control of accesses, one-way traffic, and parking restrictions will be binding upon the City throughout the life of the project.

We have an assignment from Mr. Paxson in regard to the preparation of this agreement and he has asked us to submit the rough copy of the agreement to him for approval before final preparation.

Crandall
F. B. Crandall
Traffic Engineer

VJ:bc

cc: G. S. Paxson ✓
F. Cooper

RECEIVED
APR 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: 4-16-56 No. 14 By GSP

Description:
Letter from RHB of April 5 to J. L. Franzen with plan of projected 12th Street improvement and Franzen's answer of April 9.

Acknowledged by_____ Referred to CRANDALL

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

PLEASE RETURN TO
G. S. PAXSON

Remarks:
Prepare necessary information for Legal Department to draw City-State agreement and return through this office.
G.S.P.

Executed 5-2-56 Report Received________

---

y of Salem, Oregon

OFFICE OF CITY MANAGER

OF THE STATE OF OREGON — INCORPORATED 1857

April 9, 1956

letter of April 5 with plans for the 12th
d. In accordance thereto please be advised
these plans to the Council and to the city
em have accepted the plans.

cted by the Council to have prepared the
and ordinances to implement the plan and
to insure the successful operation of the project. These resolutions and ordinances will be prepared and presented to the council for passage at their regular meeting to be held on the 23d of April. Should the project be held up due to the two weeks delay, please advise and I believe that a special meeting of the council may be arranged.

Trusting you will find this satisfactory, I am

Yours very truly,

J. L. Franzen

J. L. Franzen
City Manager

JLF:b

REFERRED TO
Paxson.
By State Highway Engineer

Ask Crandall
to prepare papers
for legal dept
to draw contract.

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

City of Salem, Oregon

OFFICE OF CITY MANAGER

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

April 9, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I have your letter of April 5 with plans for the 12th Street project enclosed. In accordance thereto please be advised that I have presented these plans to the Council and to the city engineer and all of them have accepted the plans.

I was instructed by the Council to have prepared the necessary resolutions and ordinances to implement the plan and to insure the successful operation of the project. These resolutions and ordinances will be prepared and presented to the council for passage at their regular meeting to be held on the 23d of April. Should the project be held up due to the two weeks delay, please advise and I believe that a special meeting of the council may be arranged.

Trusting you will find this satisfactory, I am

Yours very truly,

J. L. Franzen

J. L. Franzen
City Manager

JLF:b

REFERRED TO
Paxson.
By State Highway Engineer

Ask Crandall
to prepare papers
for legal dept
to draw contract.

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ECEIVED
PR 9 - 1956
R FILING

April 5, 1956

Mr. J. L. Franzen
City Manager
City Hall
Salem, Oregon

Dear Mr. Franzen:

I transmit herewith a plan of projected 12th Street improvement whereon are indicated principal features of design, plus regulatory features including parking prohibition and one-way street designation necessary for the successful operation of the project. I direct your attention particularly to four items. (1) access drives to abutting property, (2) parking restrictions, (3) designation of one-way streets, (4) traffic separators.

Regarding the matter of access to abutting properties, such should be kept to a minimum so as to preclude marginal friction with respect to moving traffic. I would point out that at the present time on 12th Street and its projection from Center to Capitol Streets, there is no access to properties abutting on the west and south frontage and that lack of such access to the projected improvement takes nothing away from the abutting property which they now have. In order to provide a proper and safe traffic facility, only those access drives as indicated should be incorporated in the project.

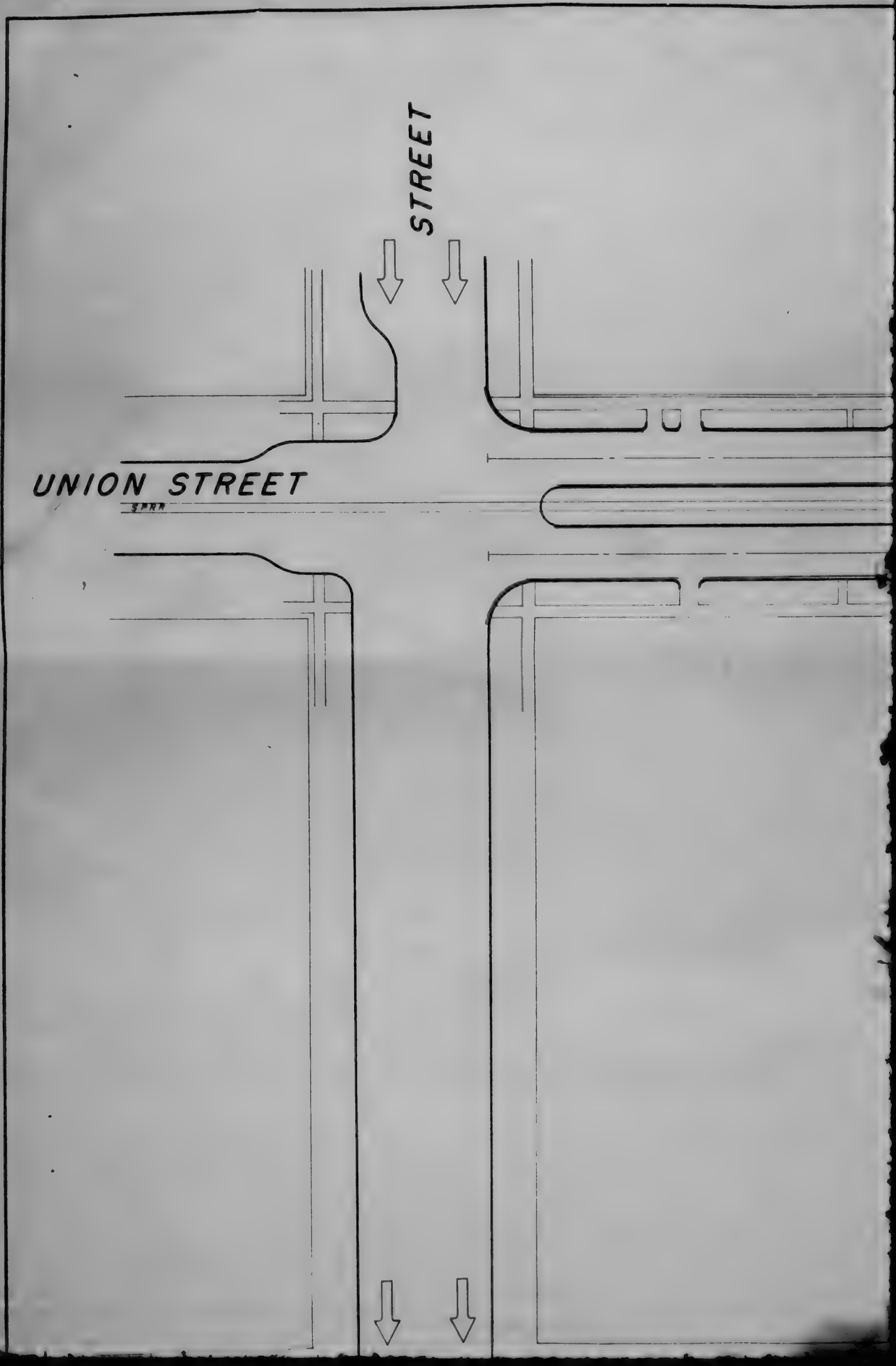
The parking restrictions as indicated are a necessary part of the successful operation of the over-all plan and should be covered by appropriate city ordinance. Likewise, in the matter of the one-way streets as indicated, appropriate ordinances will be necessary on the part of the City so that the traffic will move with safety and dispatch. The traffic separators are a needed safety provision.

I will appreciate an early review on the part of yourself and city officials regarding the plan as submitted before we proceed further with field engineering development of detailed construction plans and the formal agreement between the City and the State.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment
cc Mayor Robert F. White
Mr. J. H. Davis
Mr. F. B. Crandall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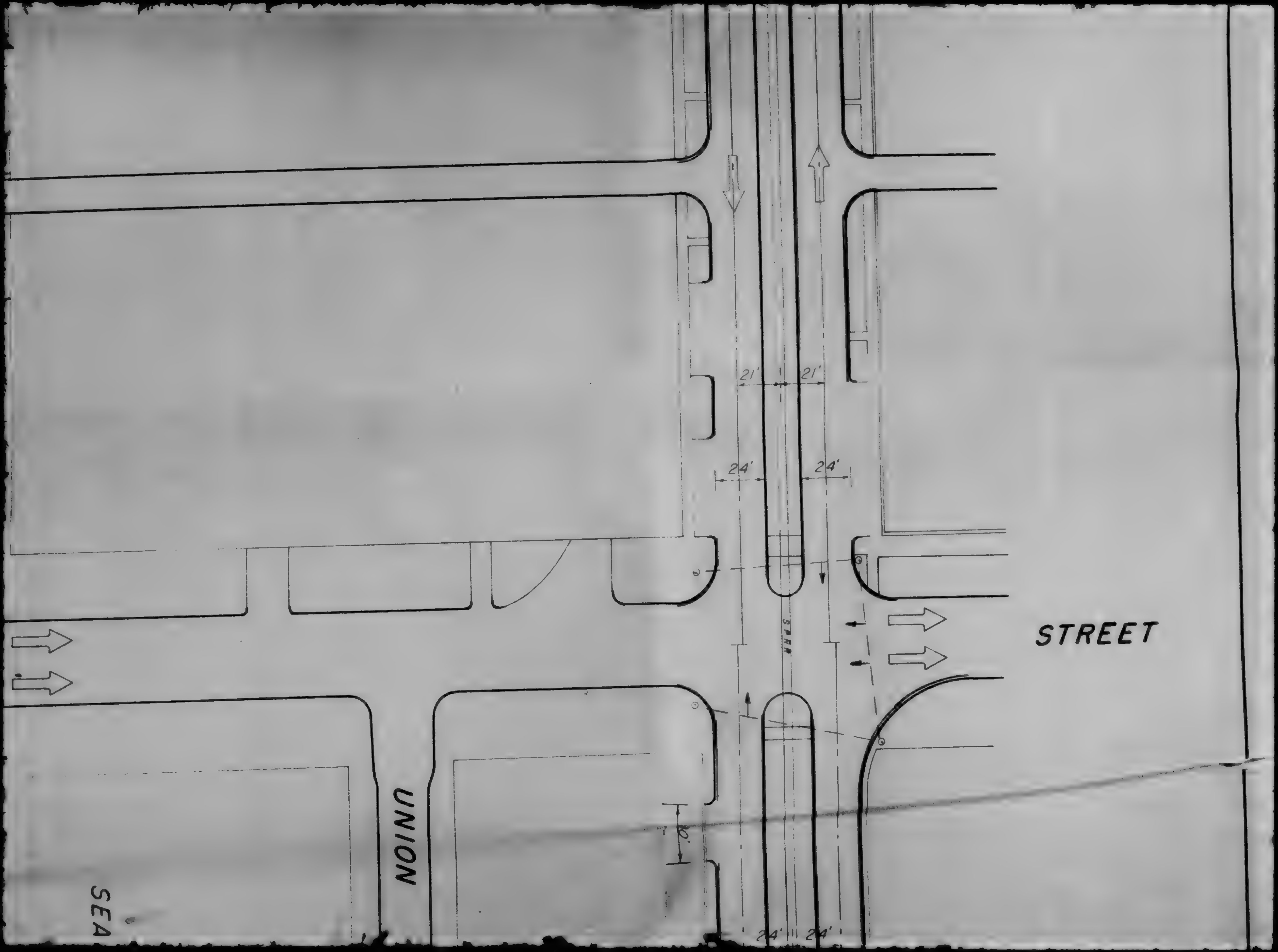
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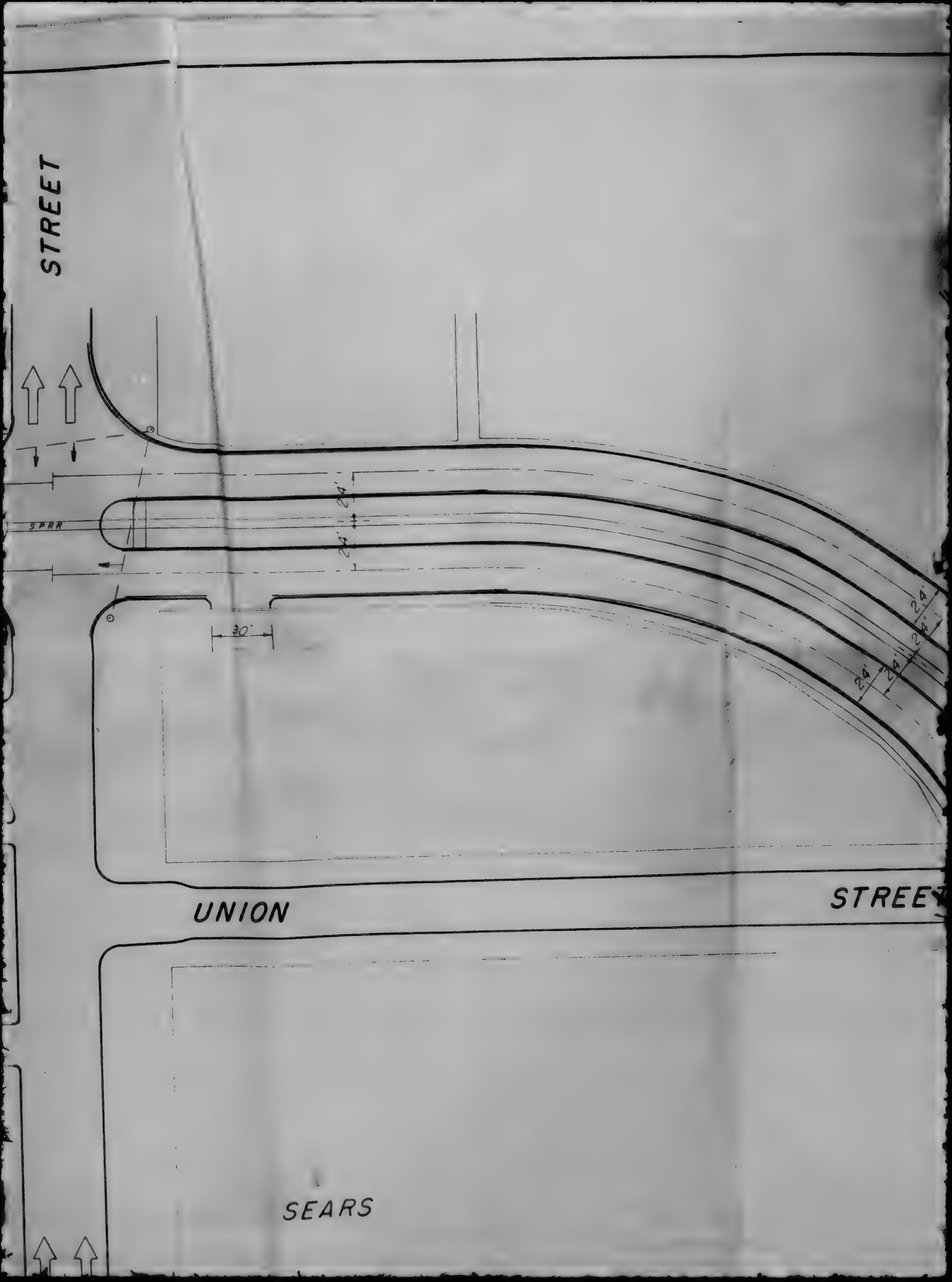
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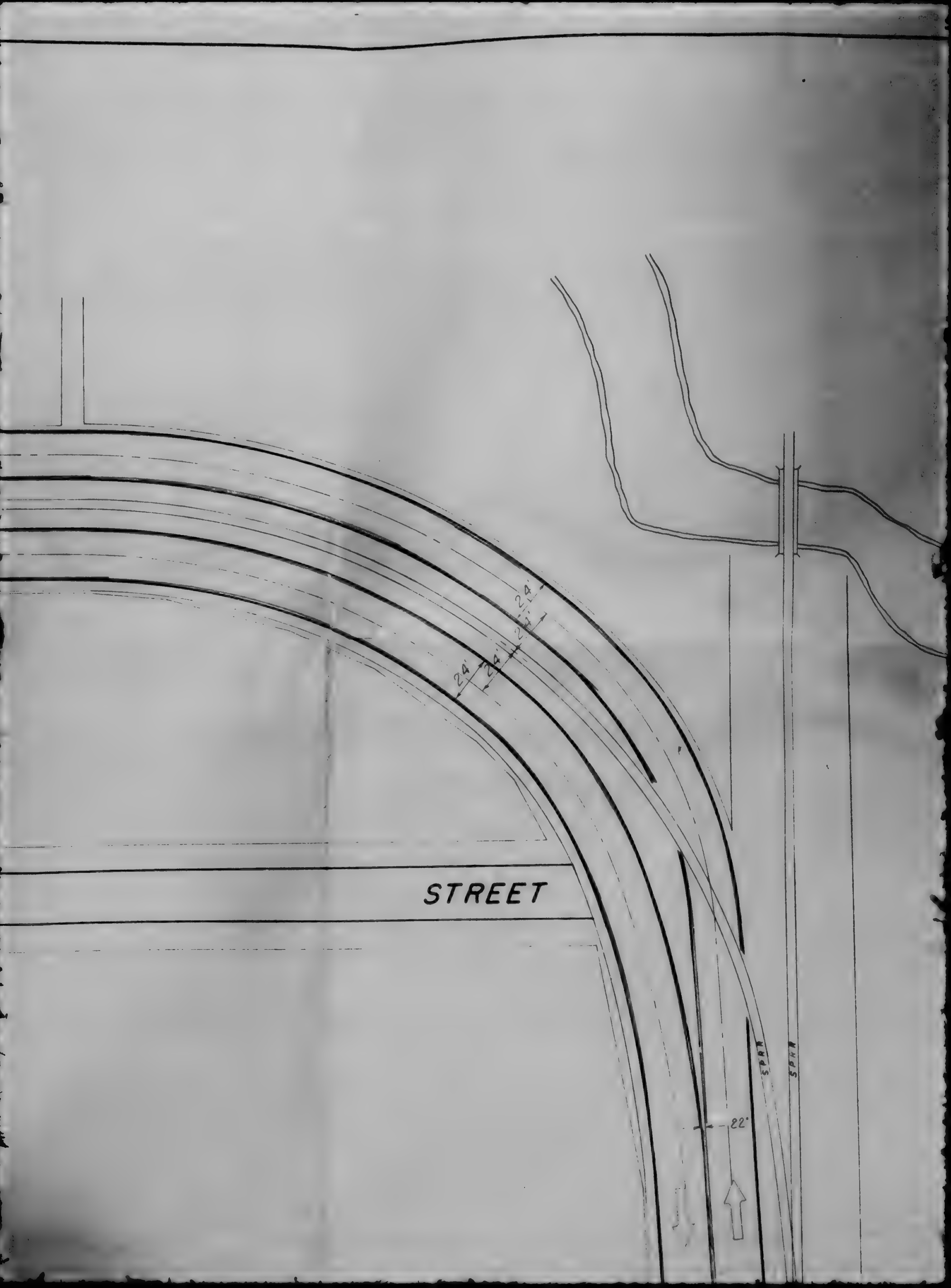
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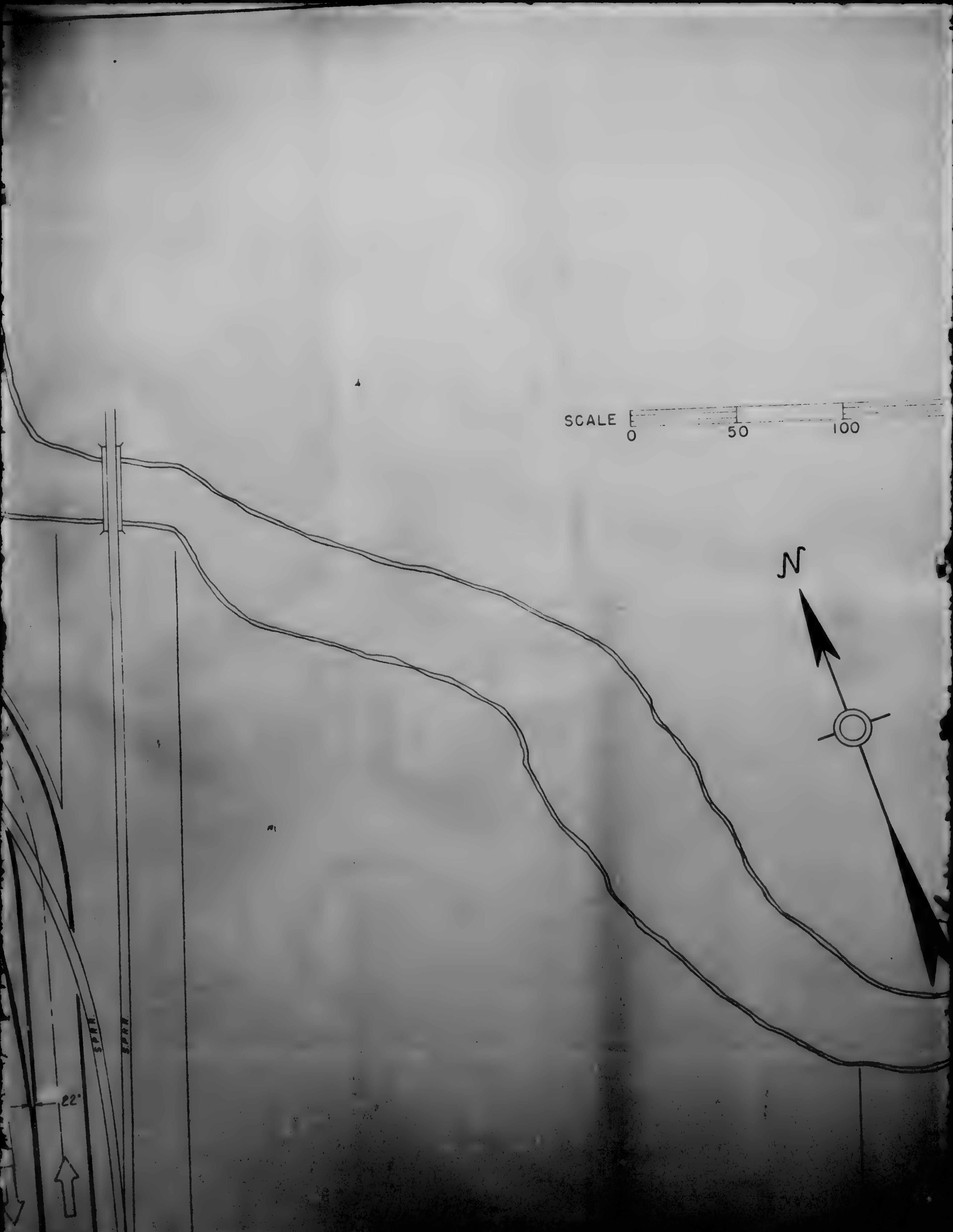
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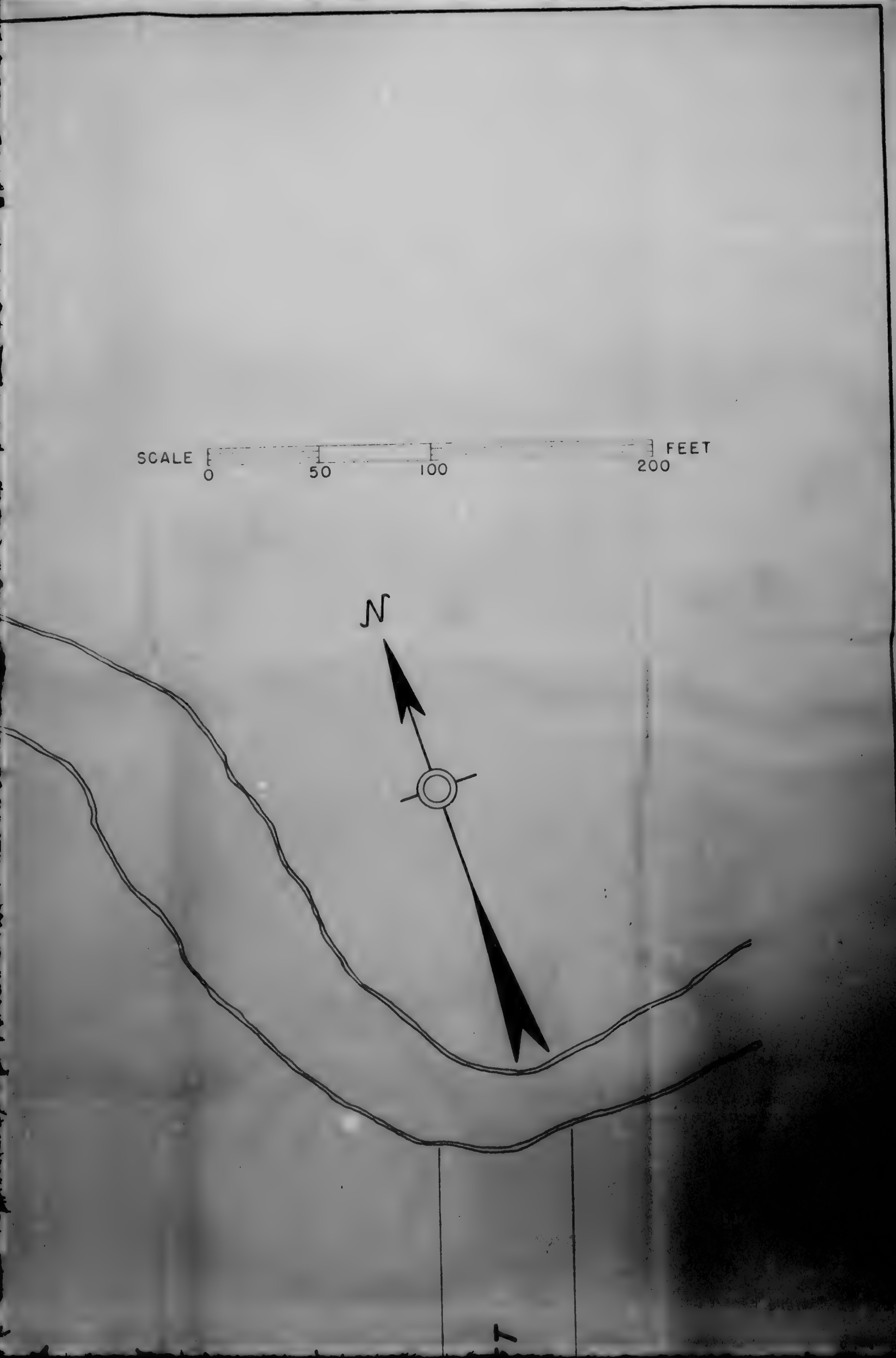
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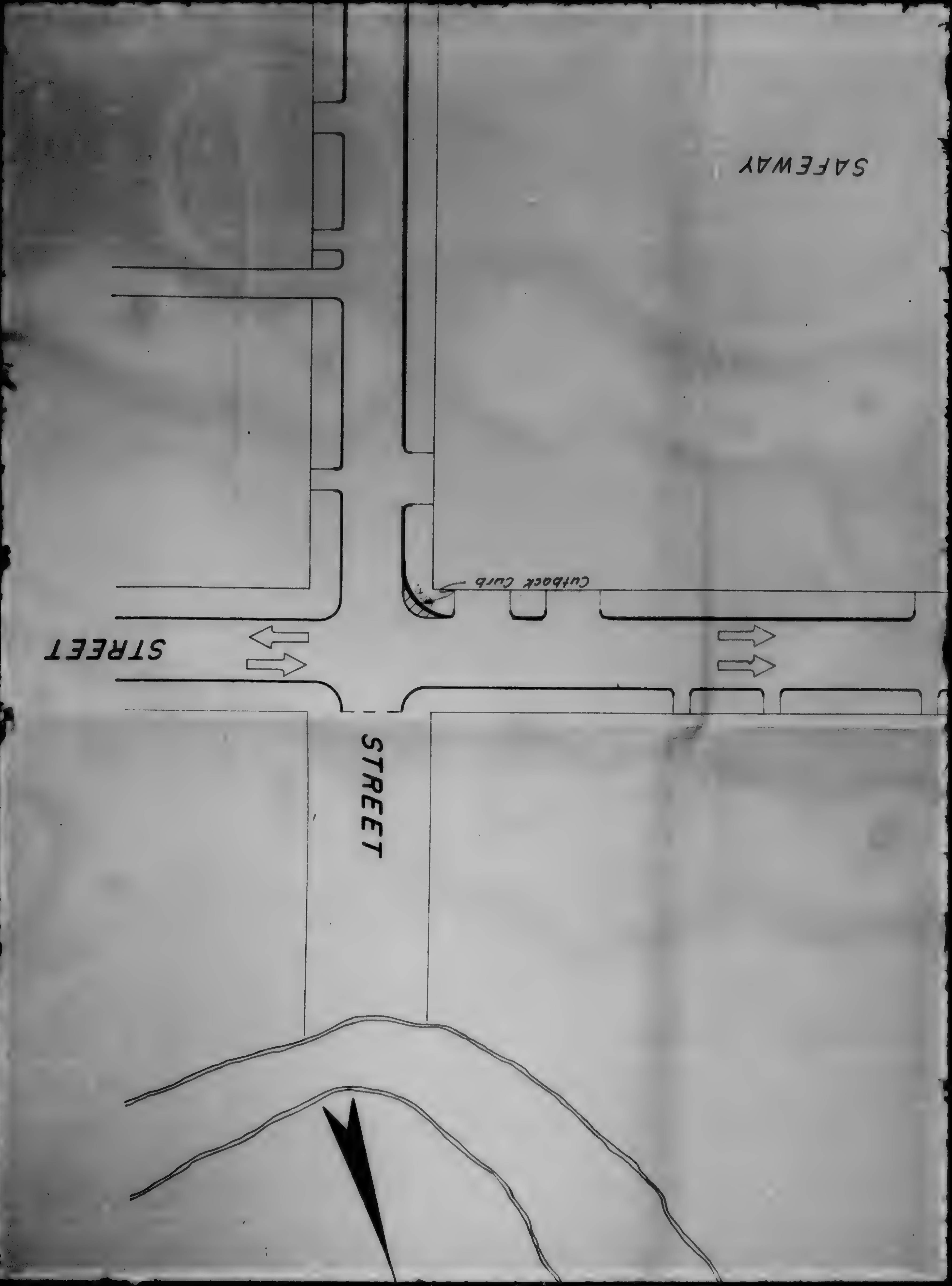
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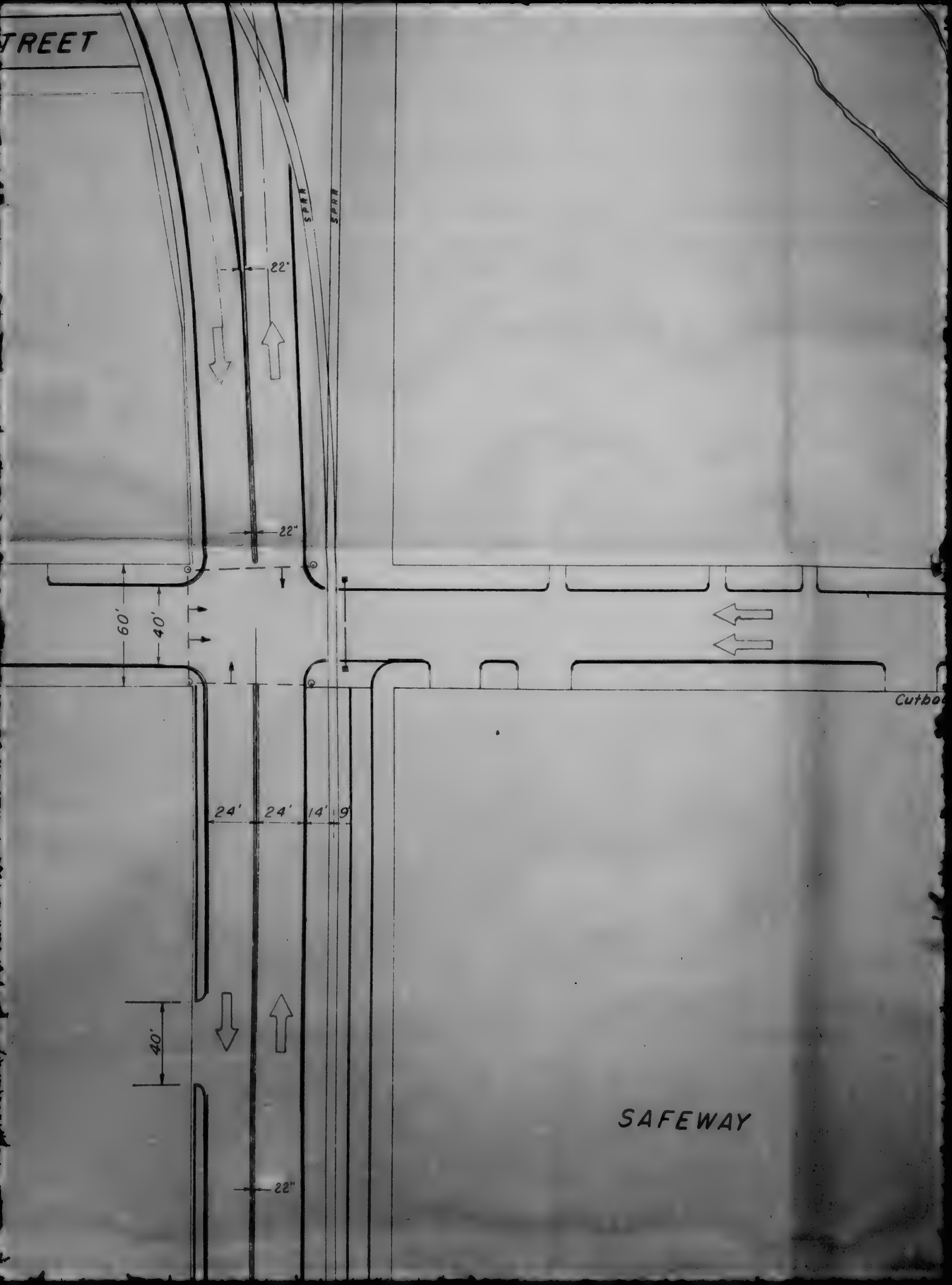
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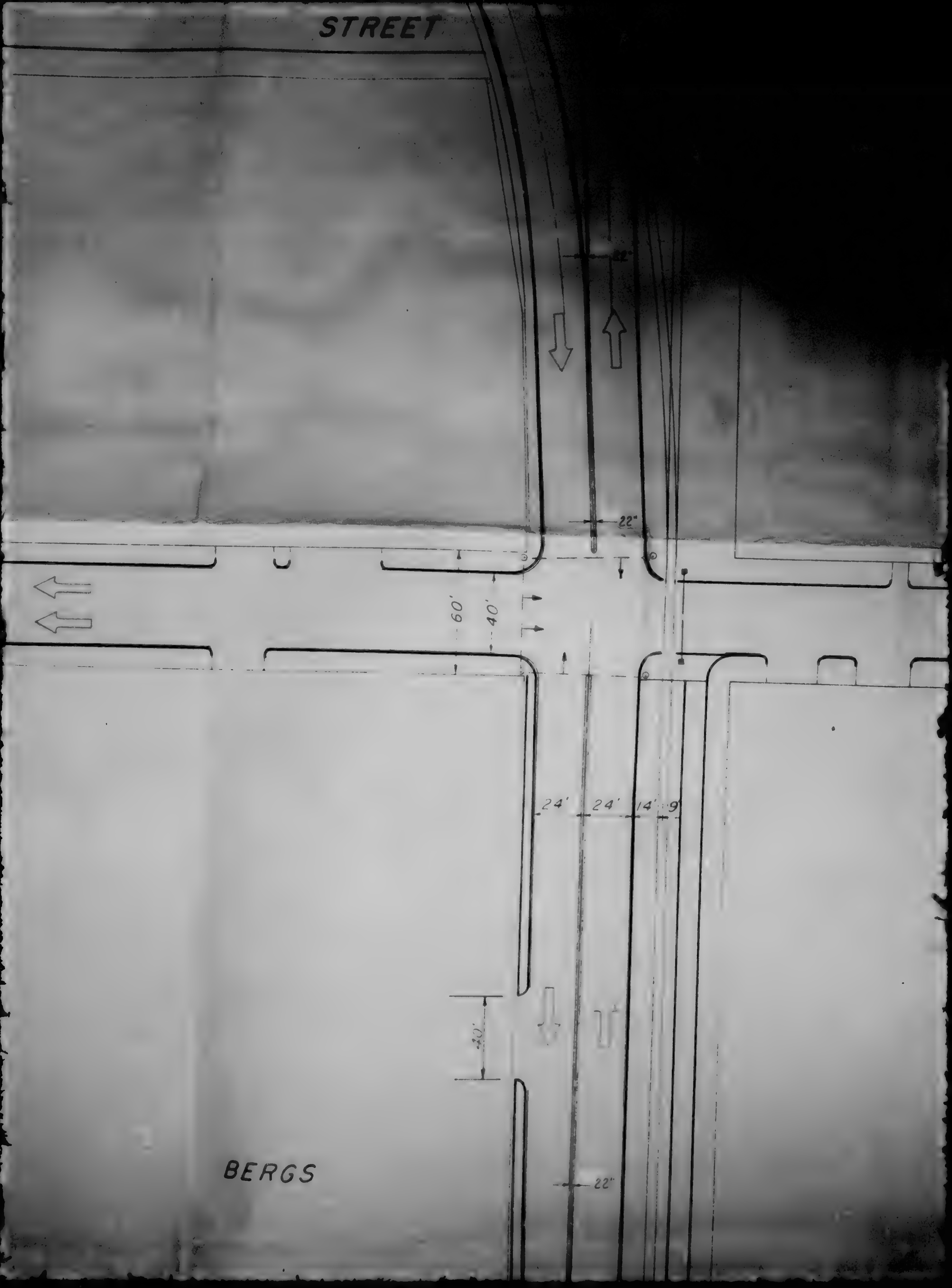
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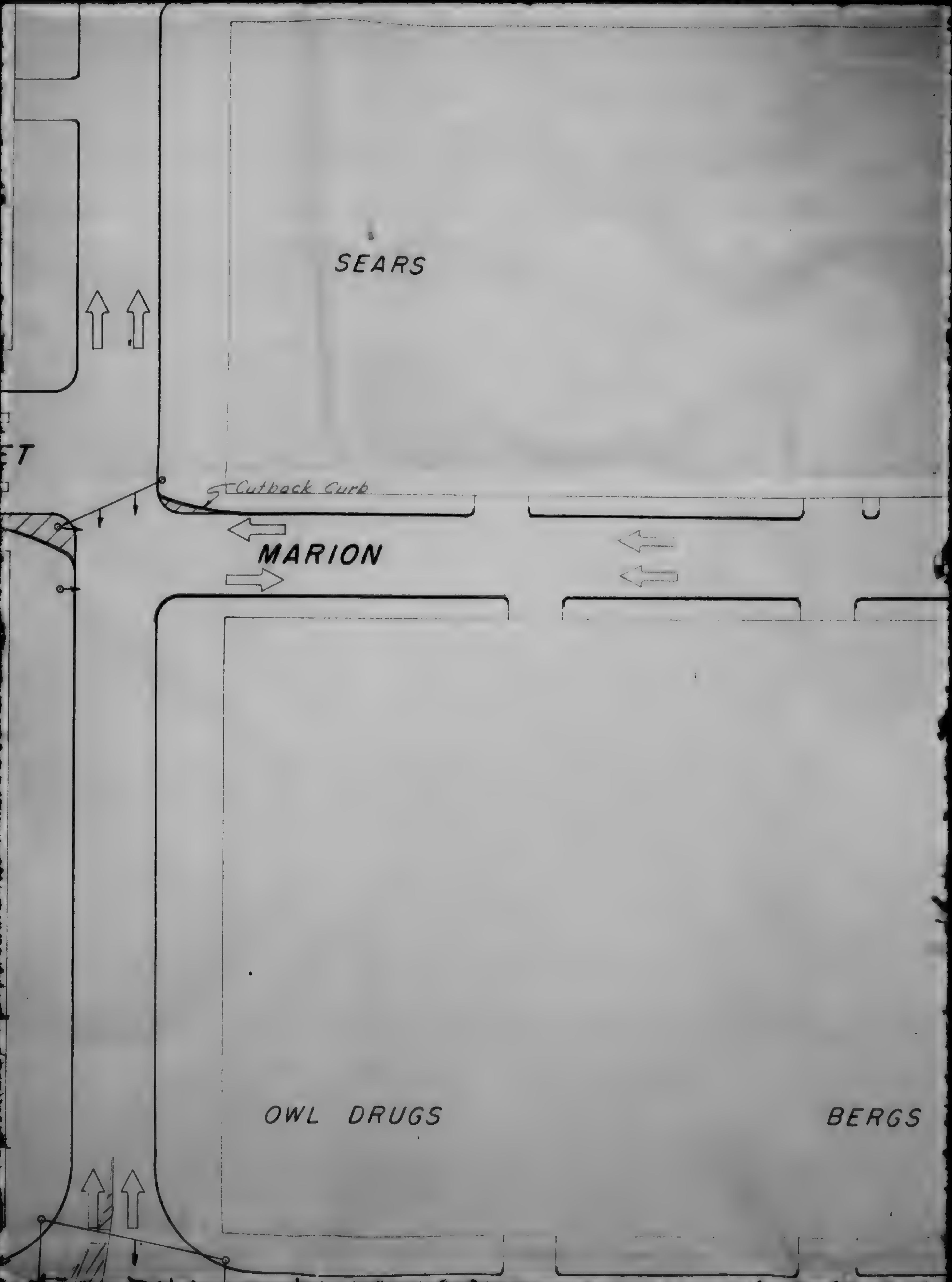
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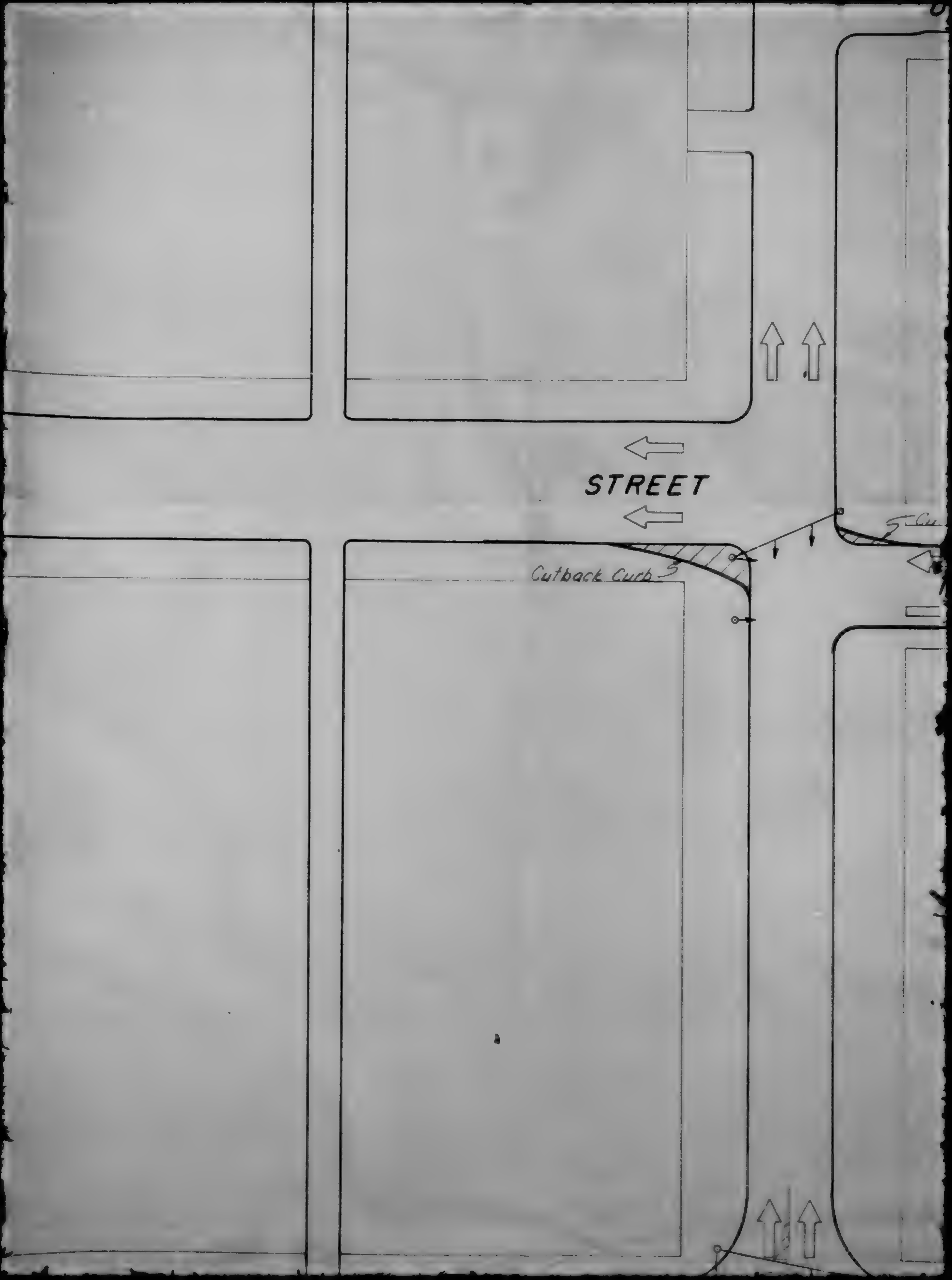
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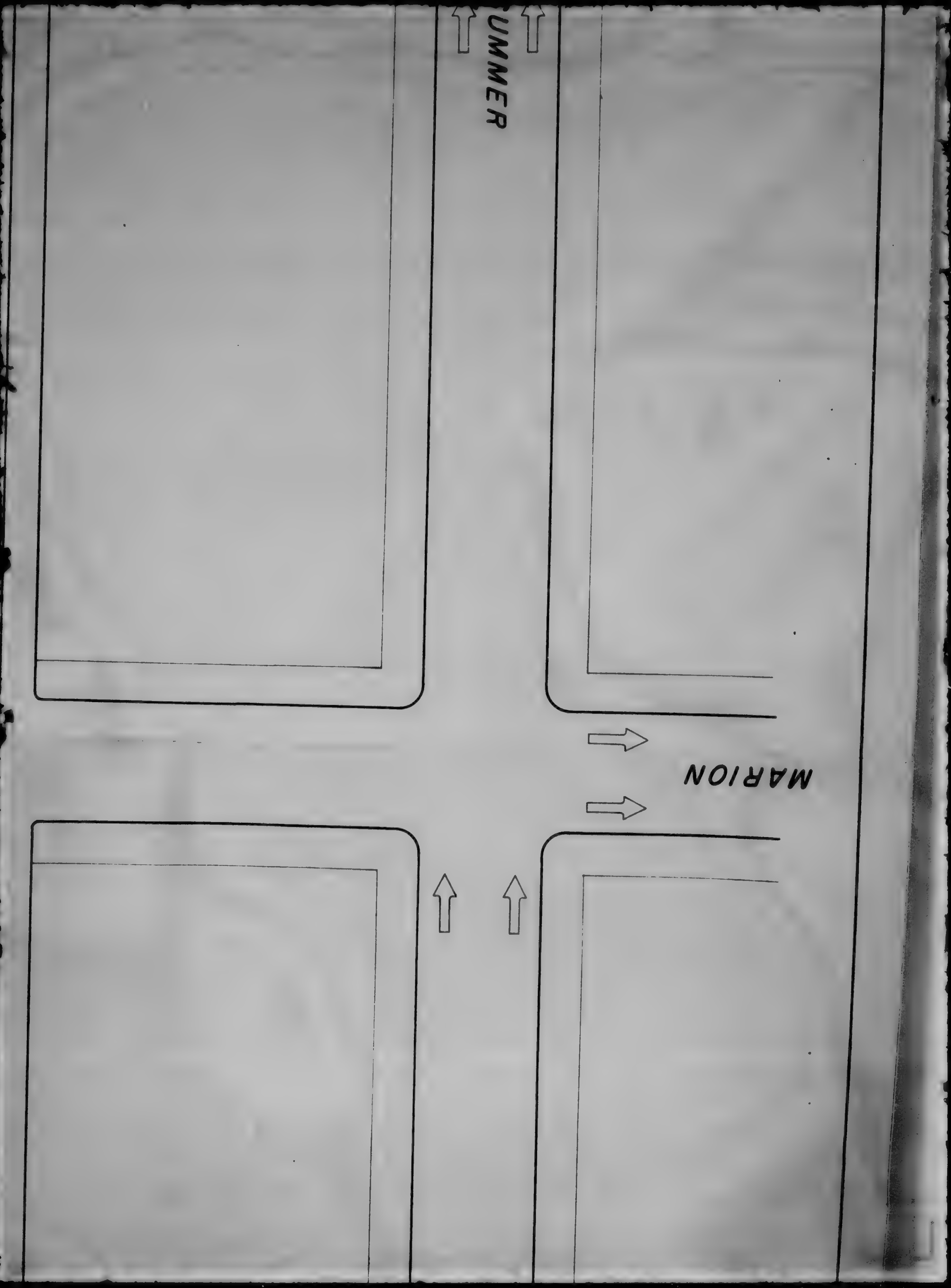
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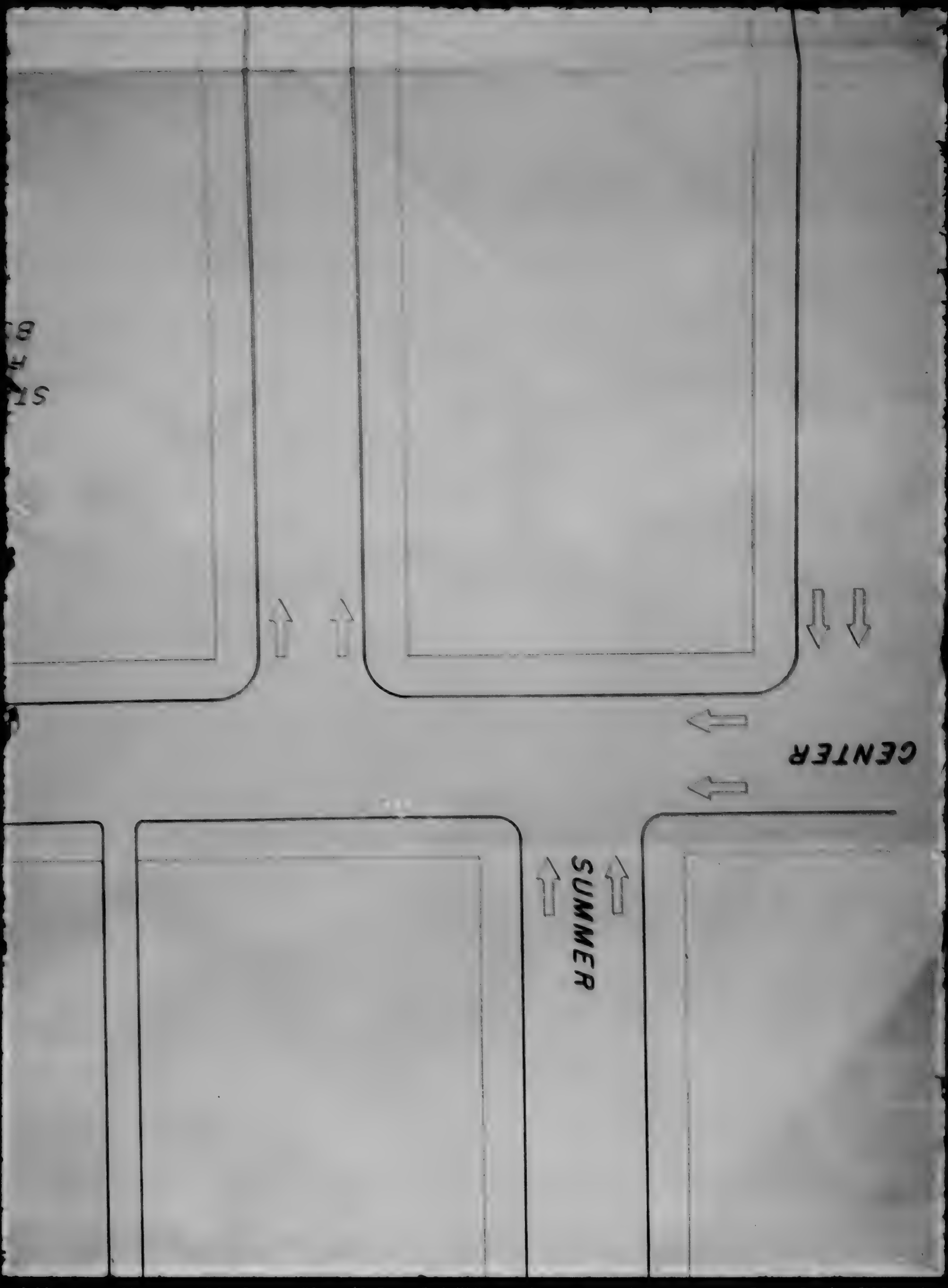
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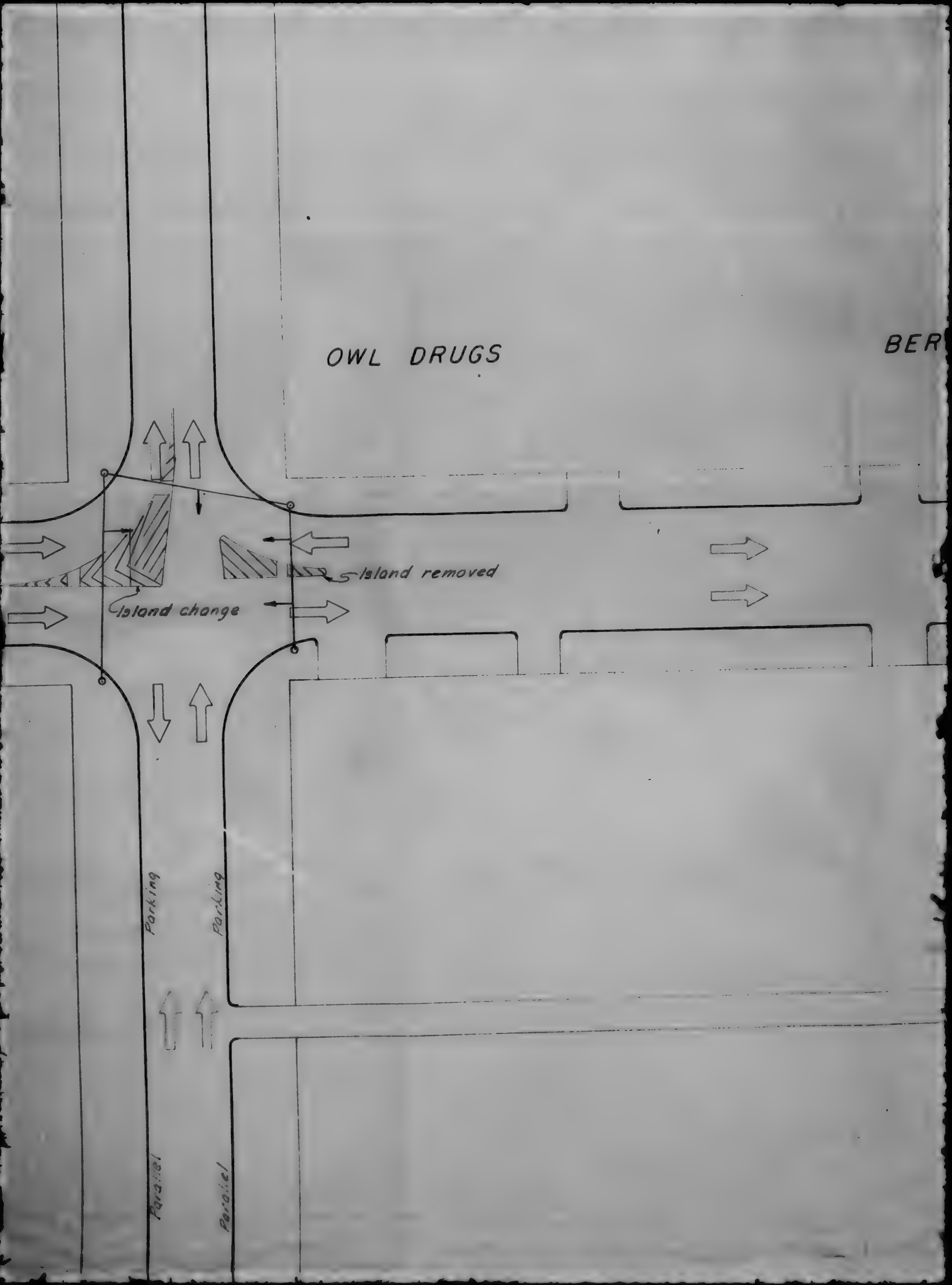
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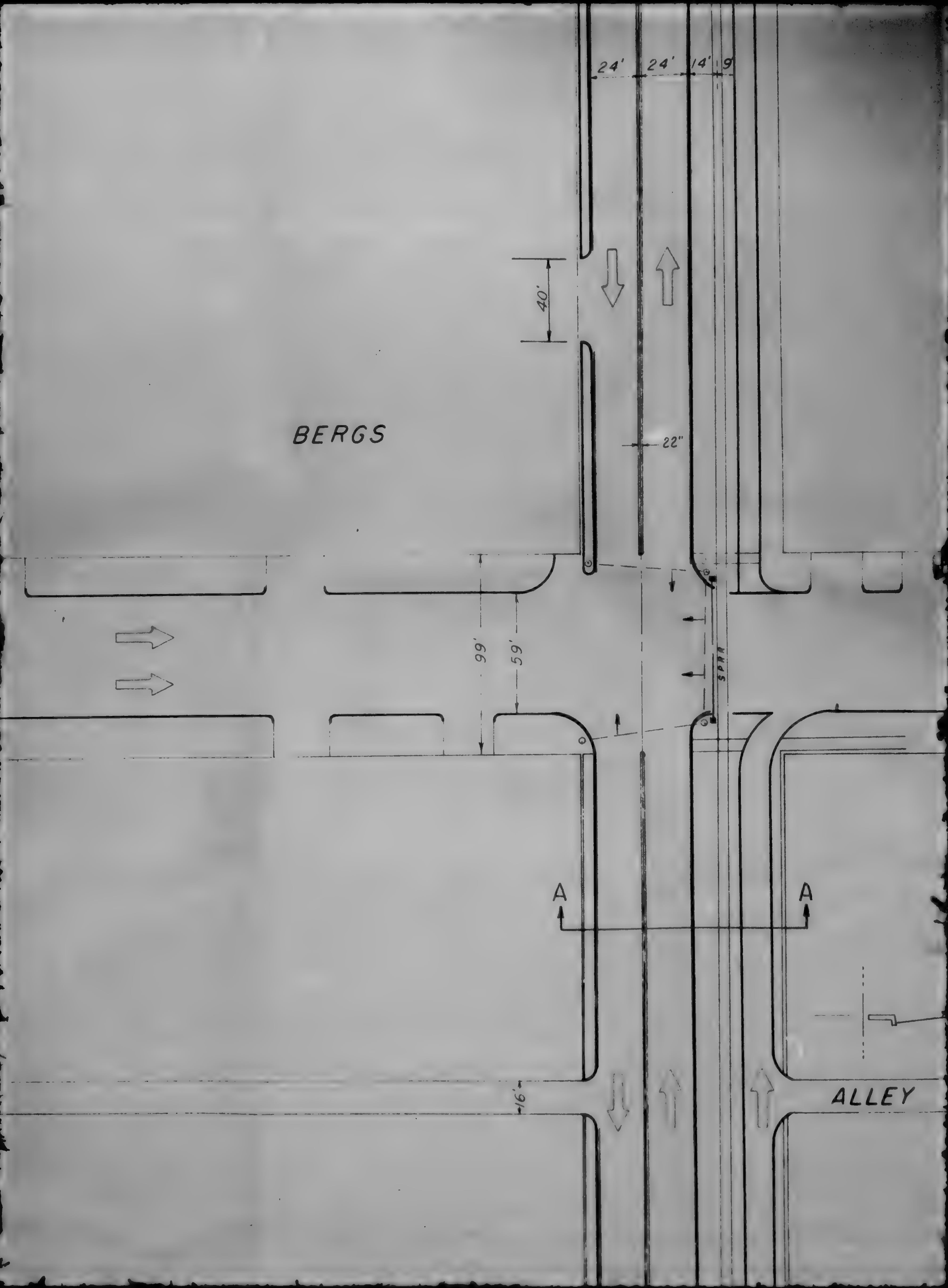
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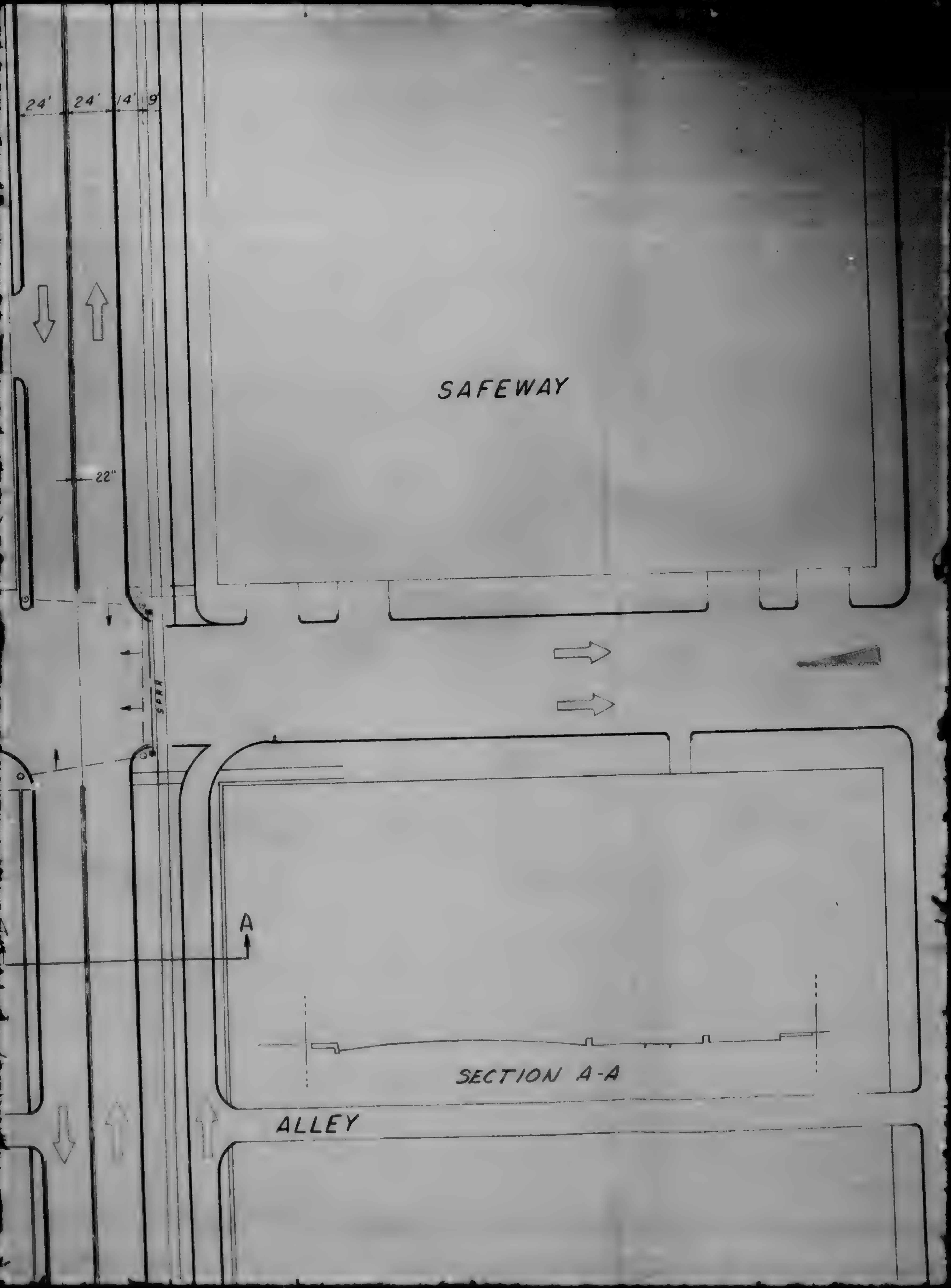
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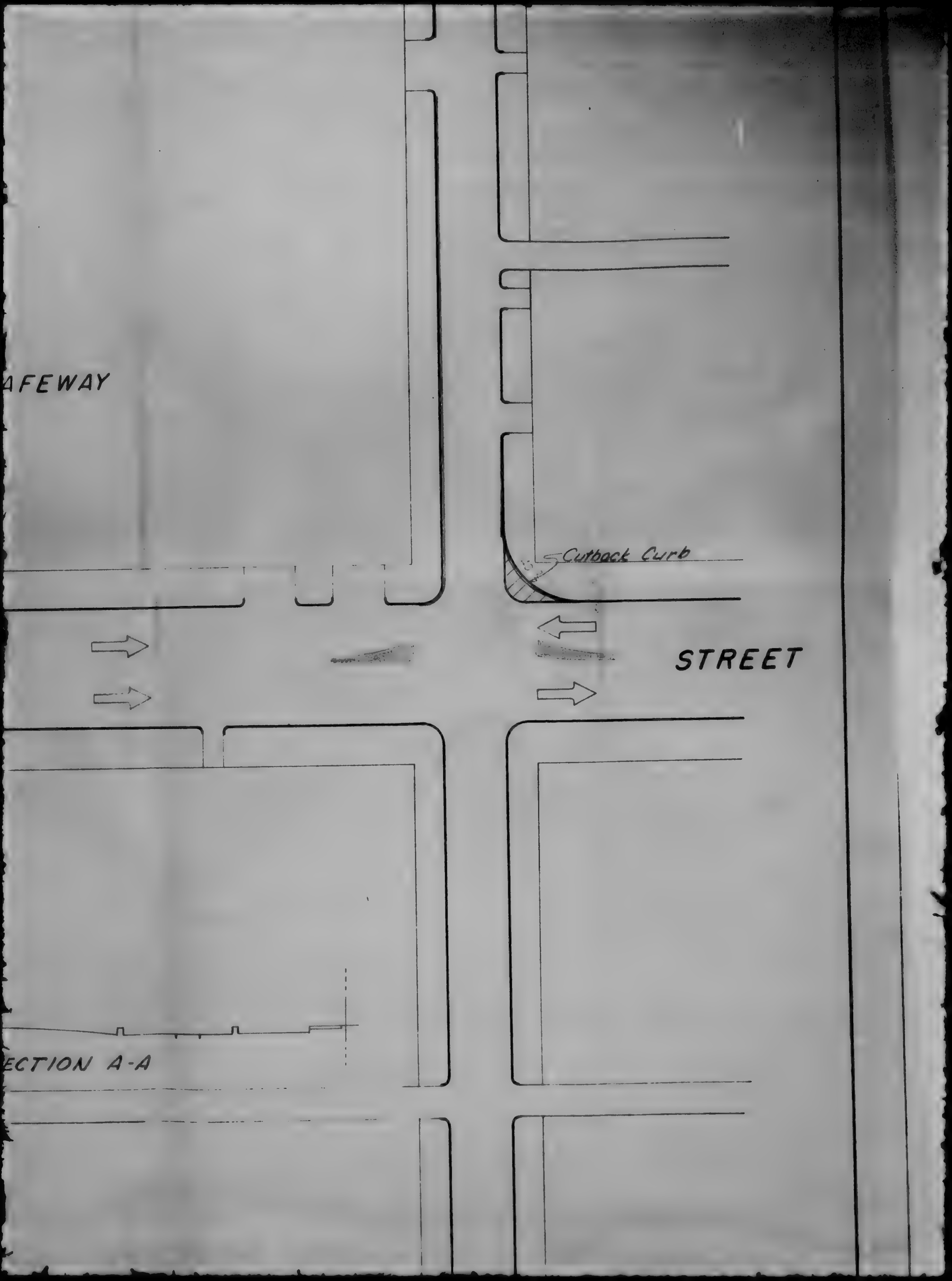
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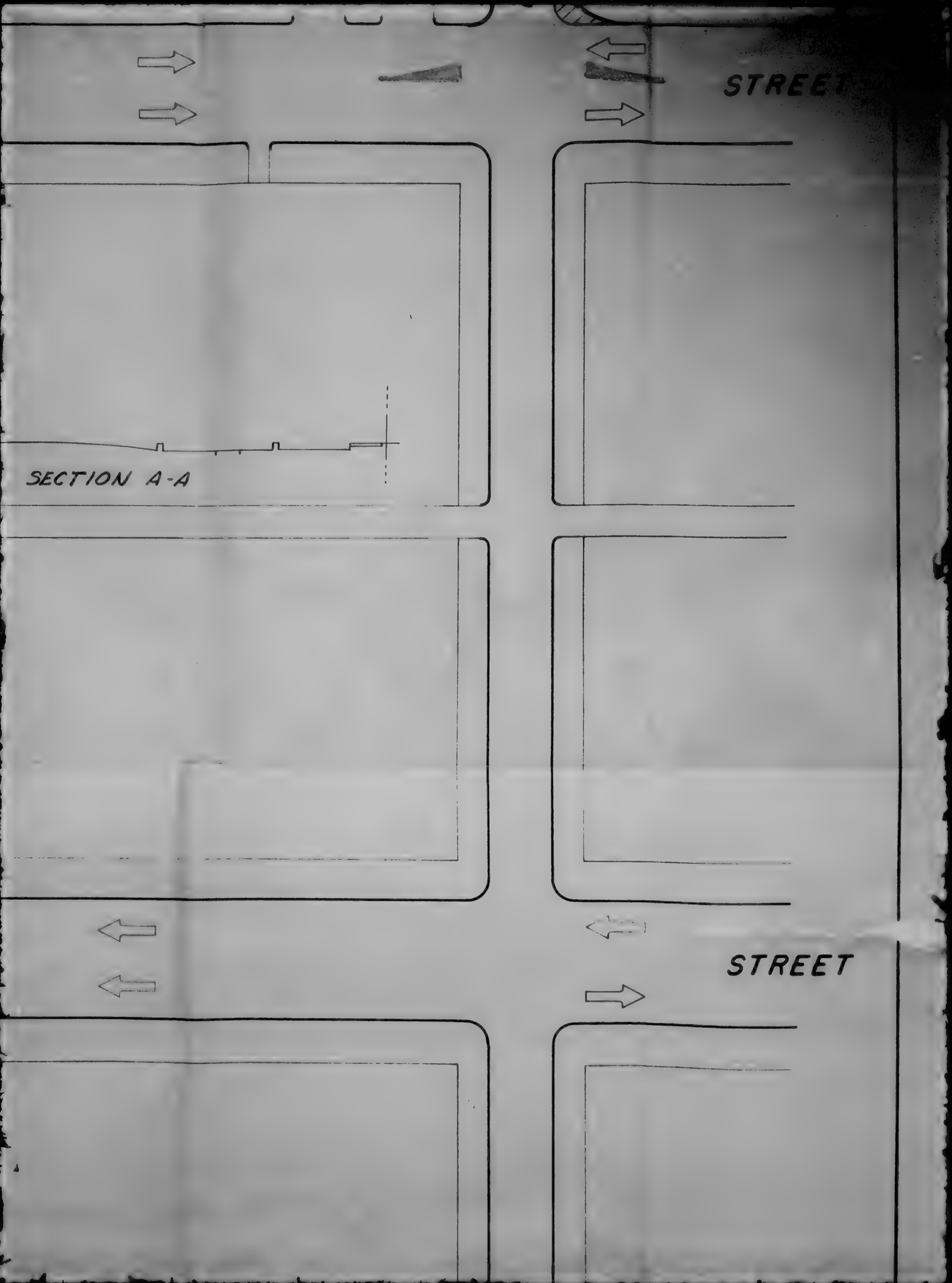
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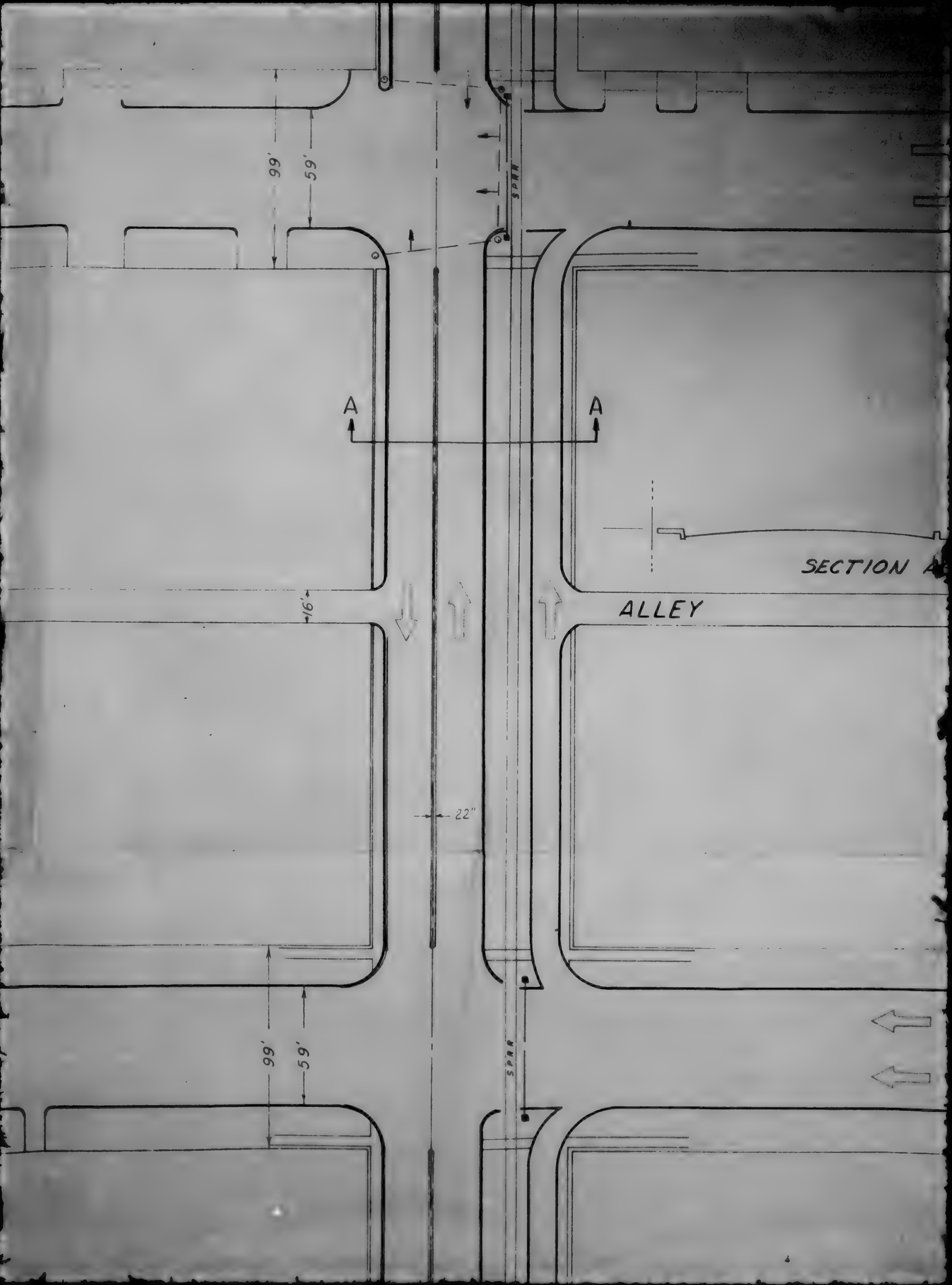
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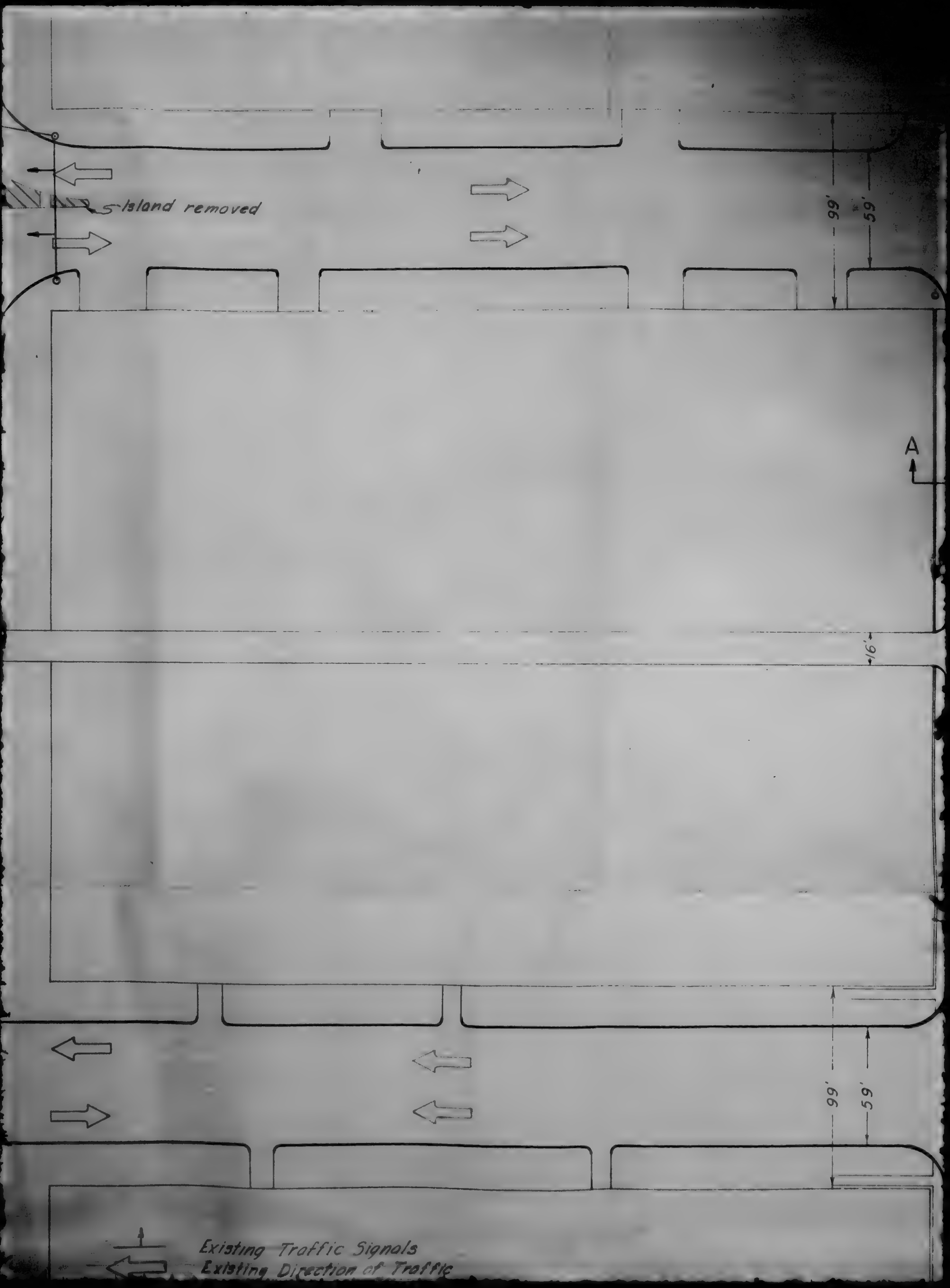
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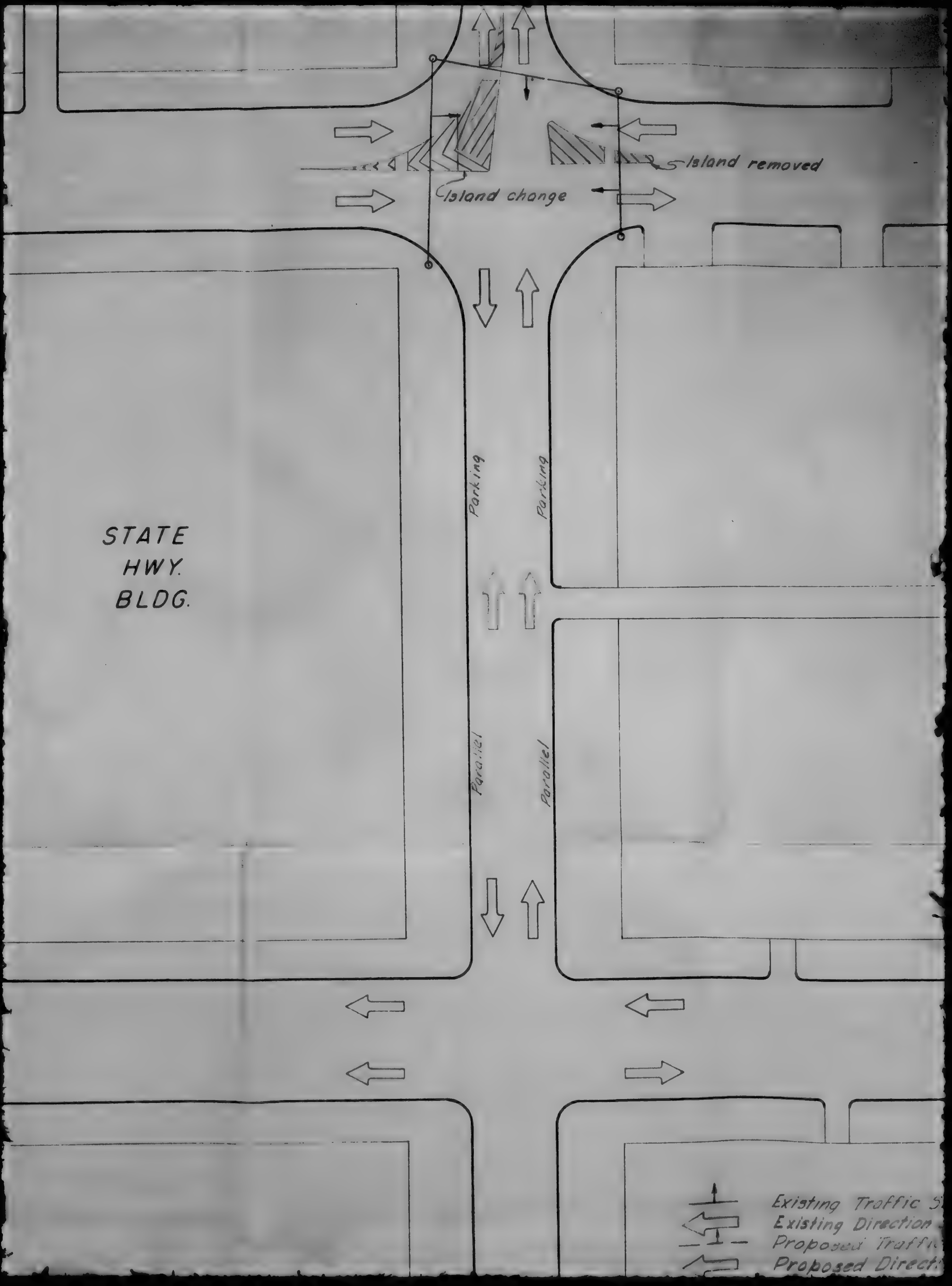
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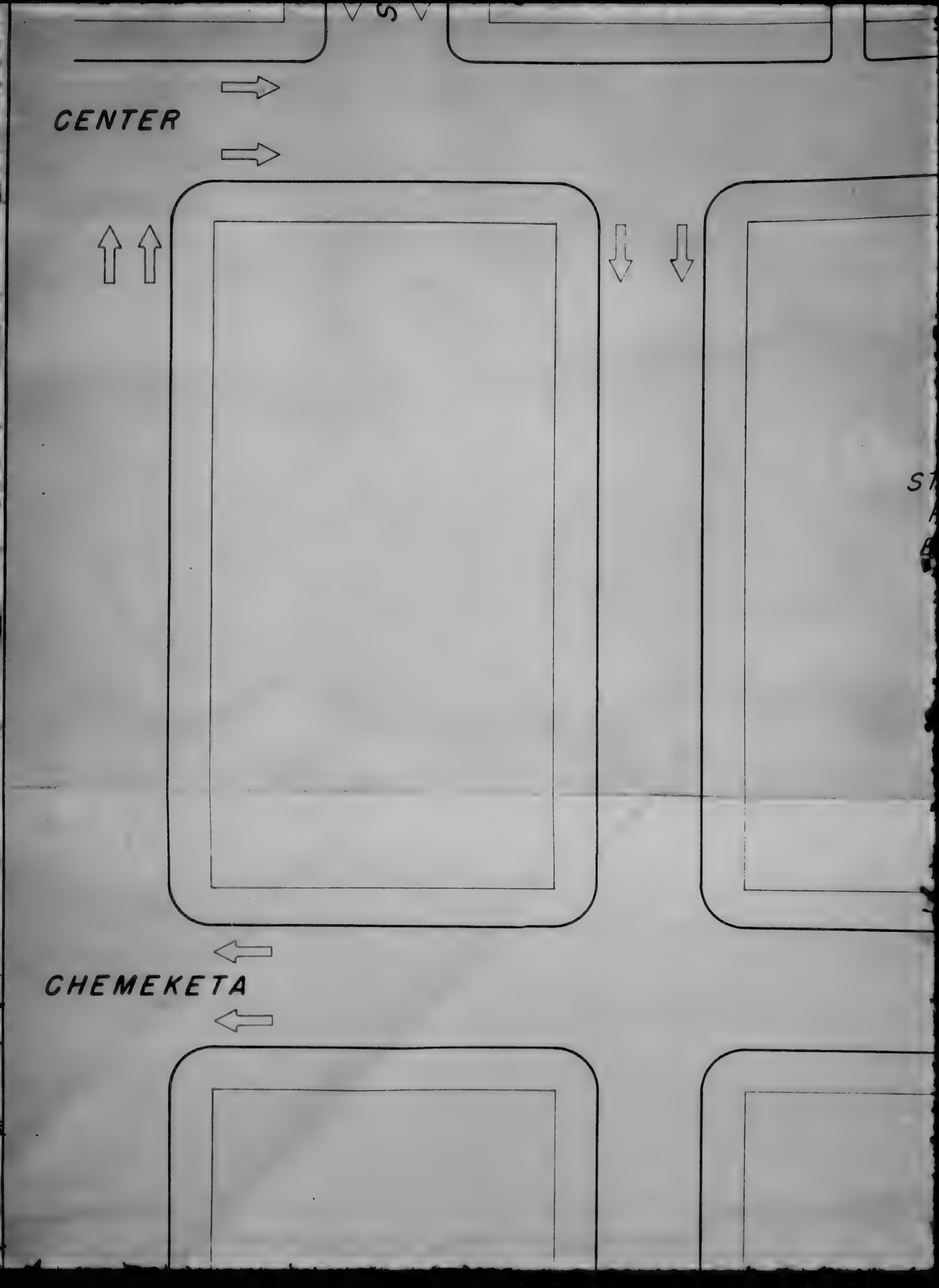
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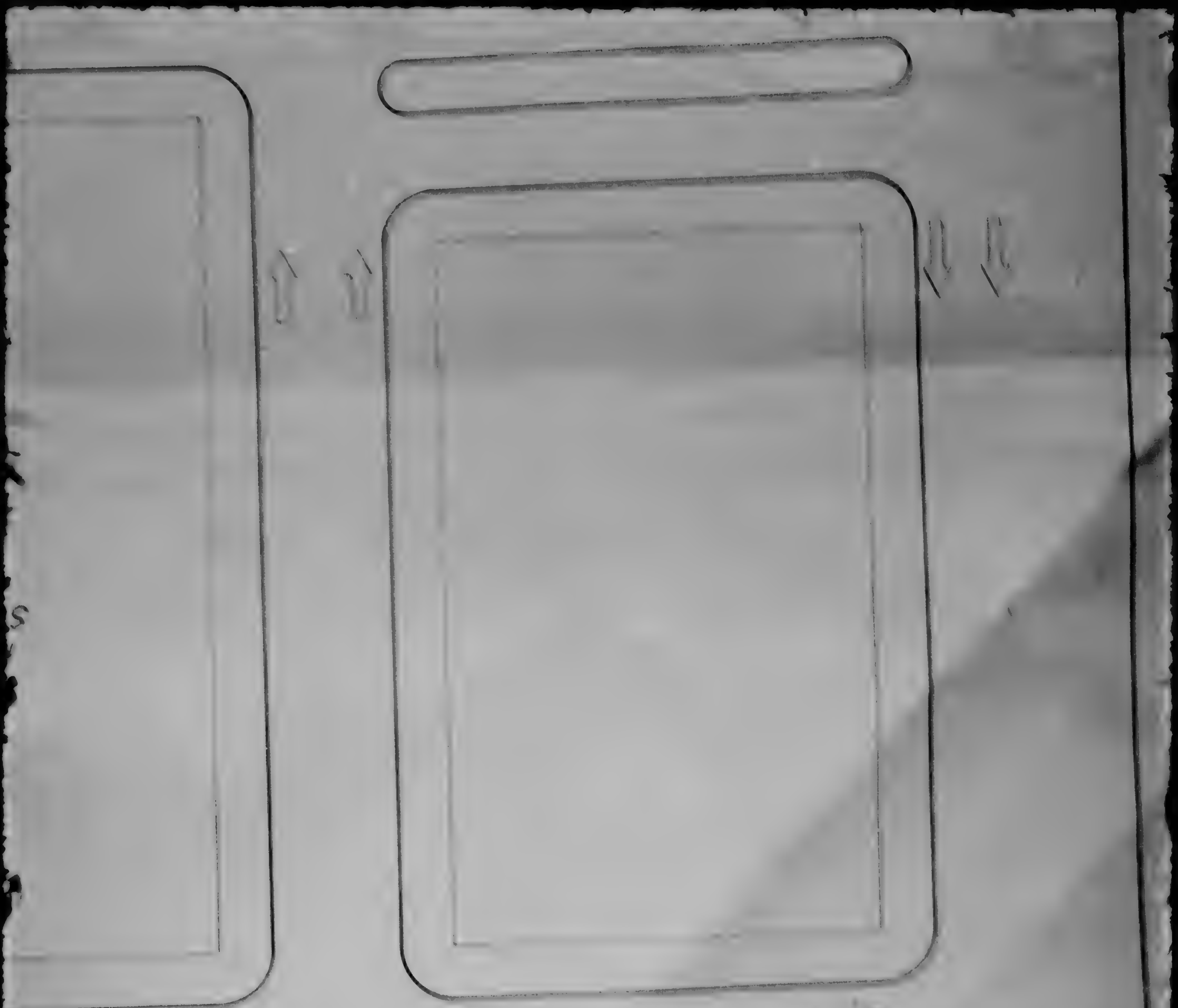

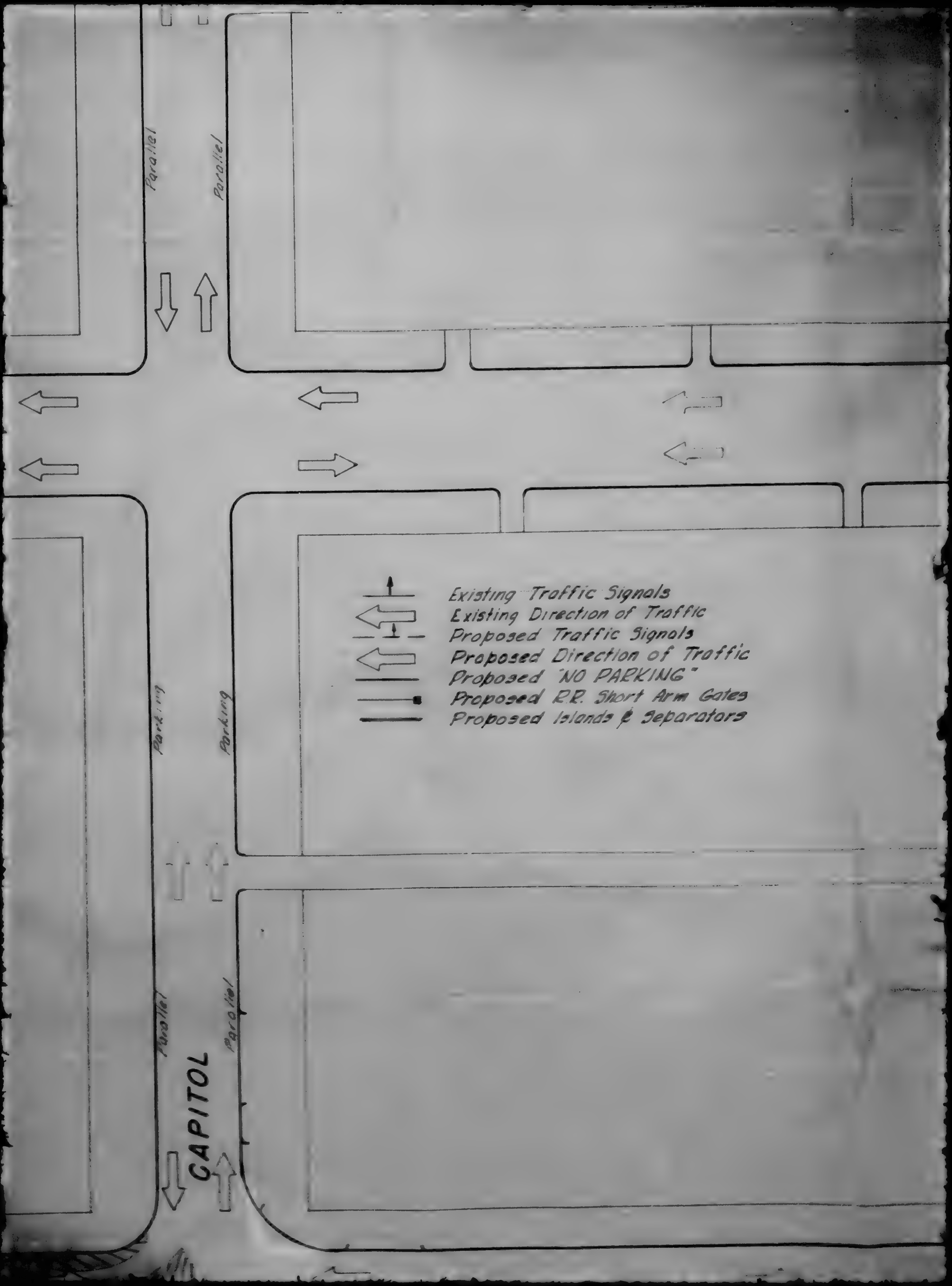
Parallel
Parallel
Existing Traffic Signals
Existing Direction of Traffic
Proposed Traffic Signals
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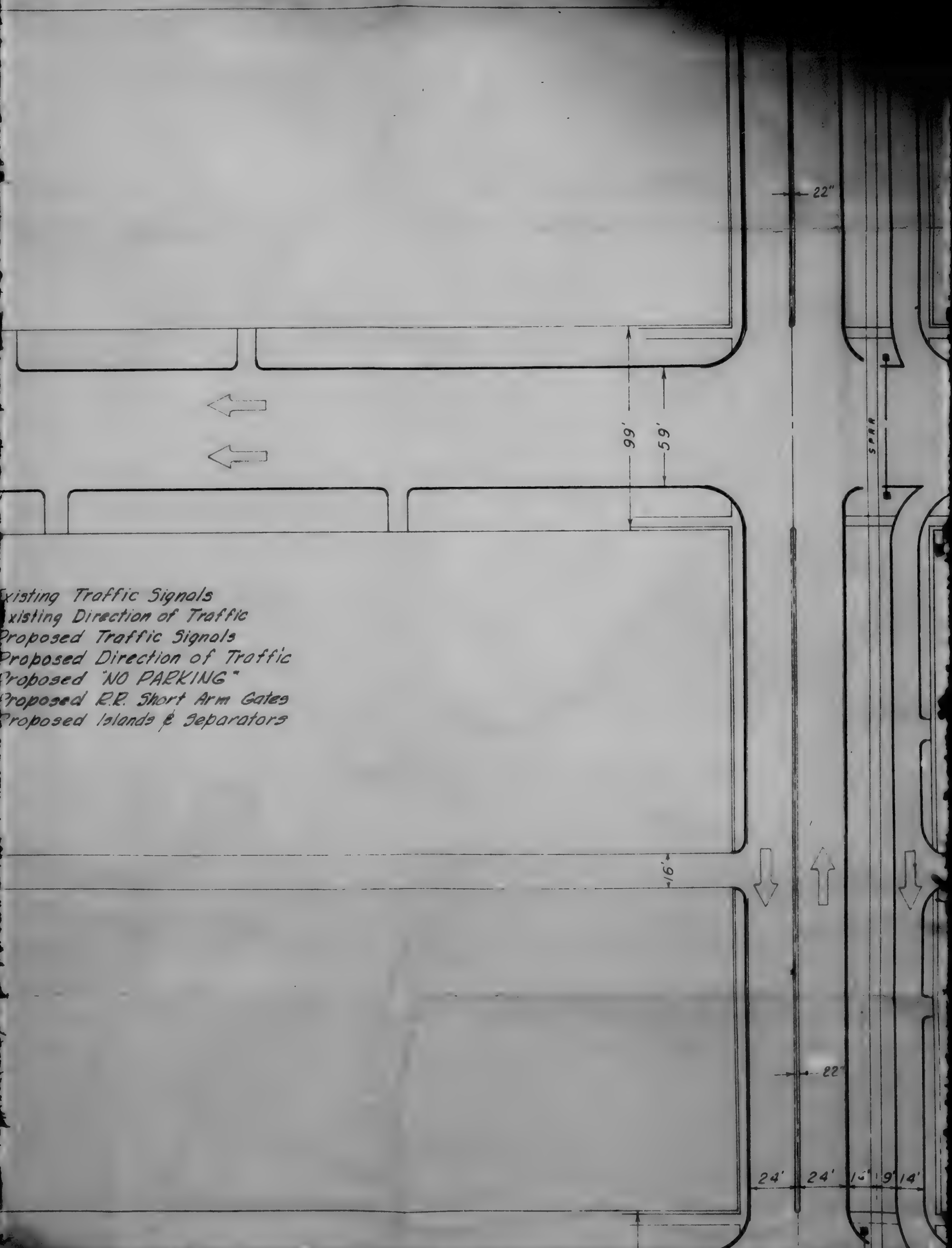
Proposed "NO PARKING"
Proposed R.R. Short Arm Gates
Proposed Islands & Separators
Parking
Parking
Parallel
Parallel
CAPITOL



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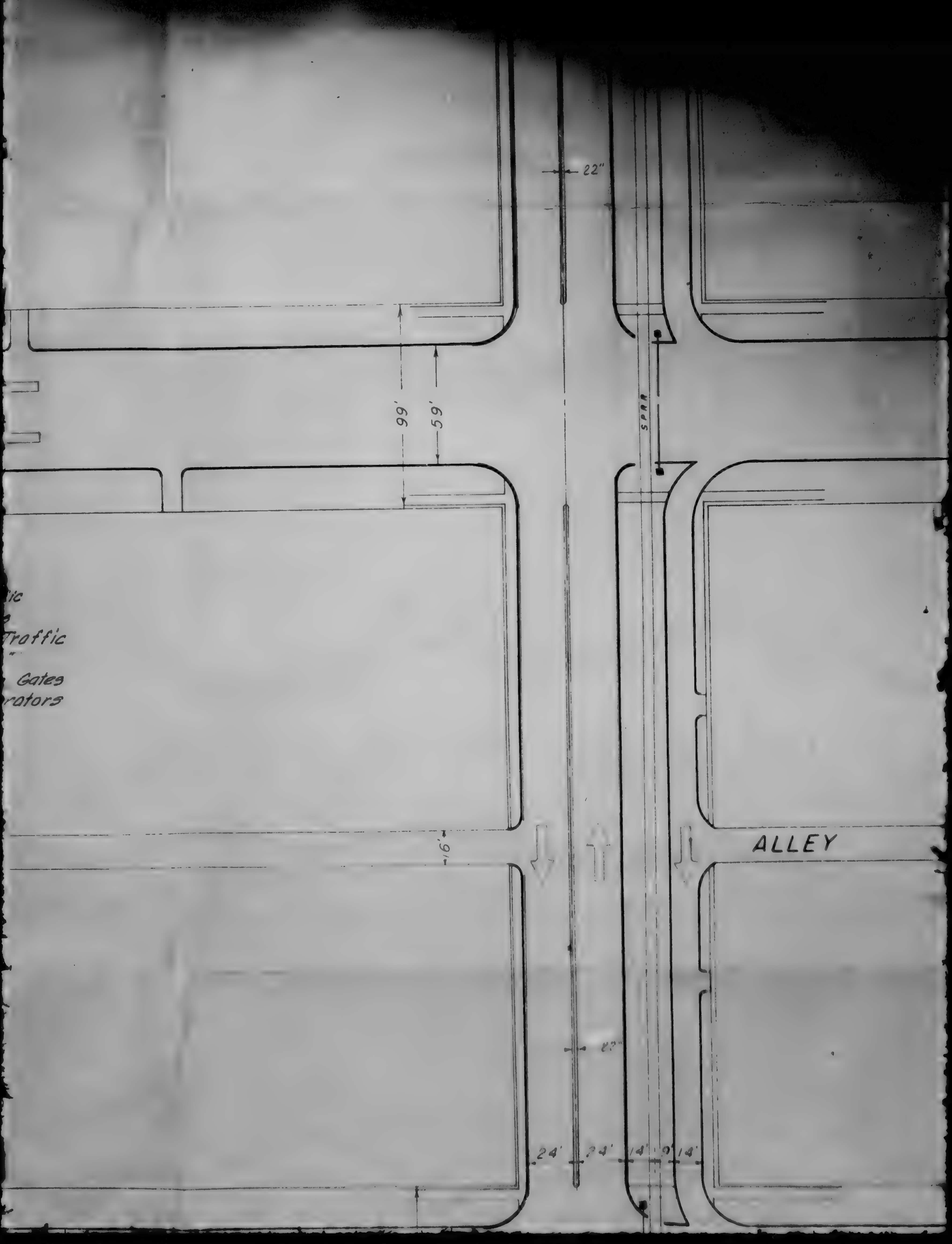
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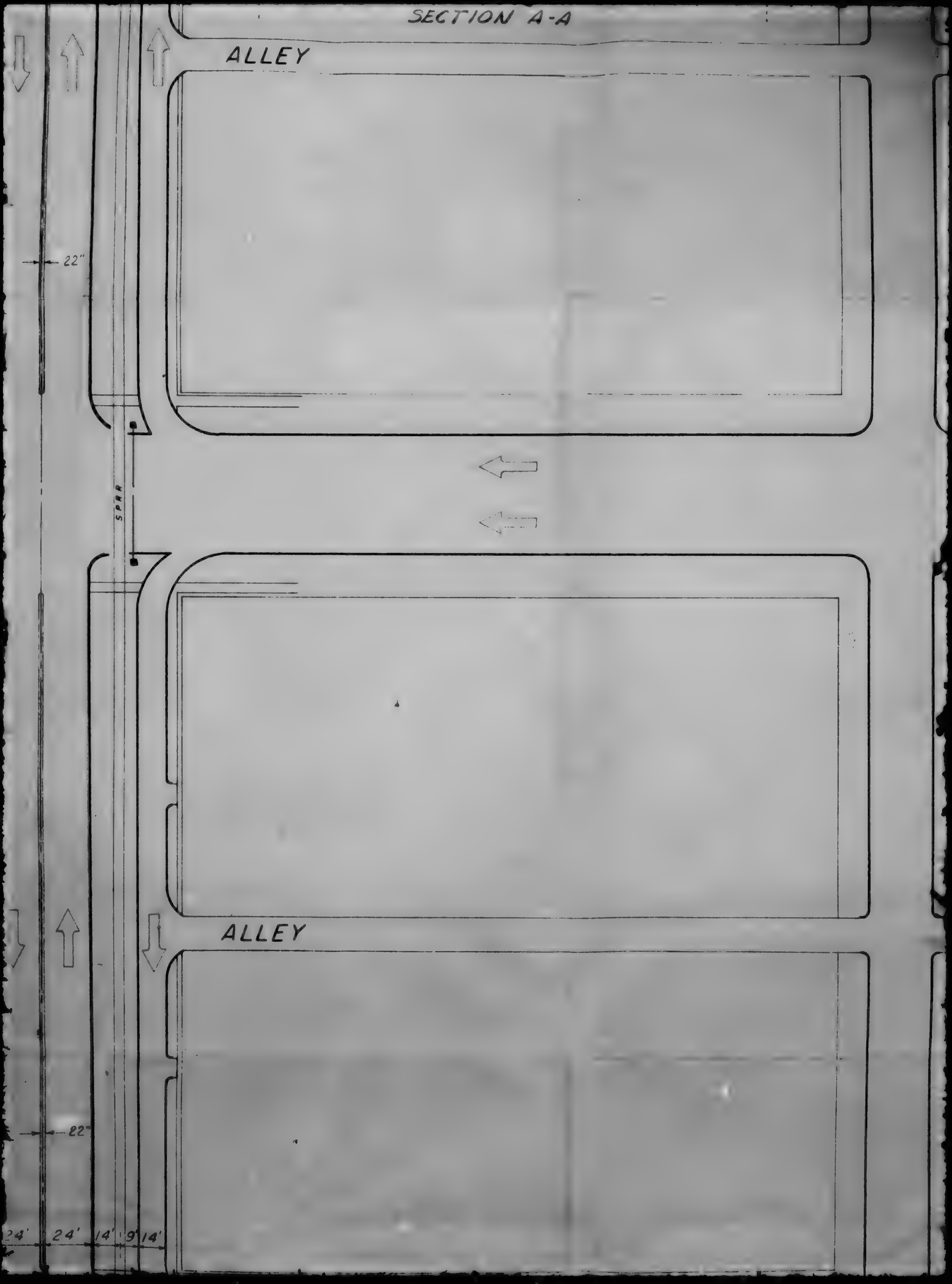
SECTION A-A
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22"
SPRR
ALLEY
22"
24'
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14'
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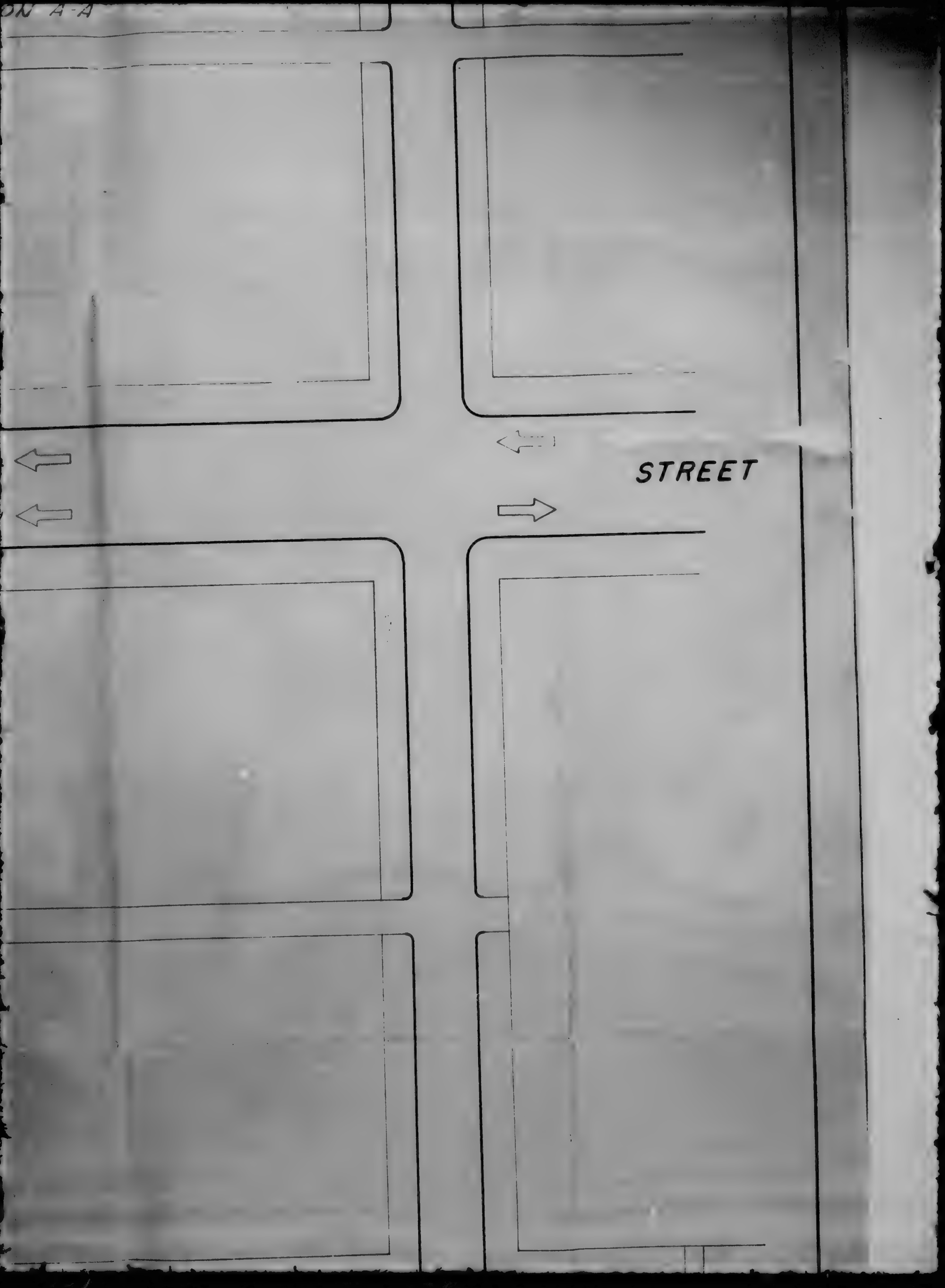
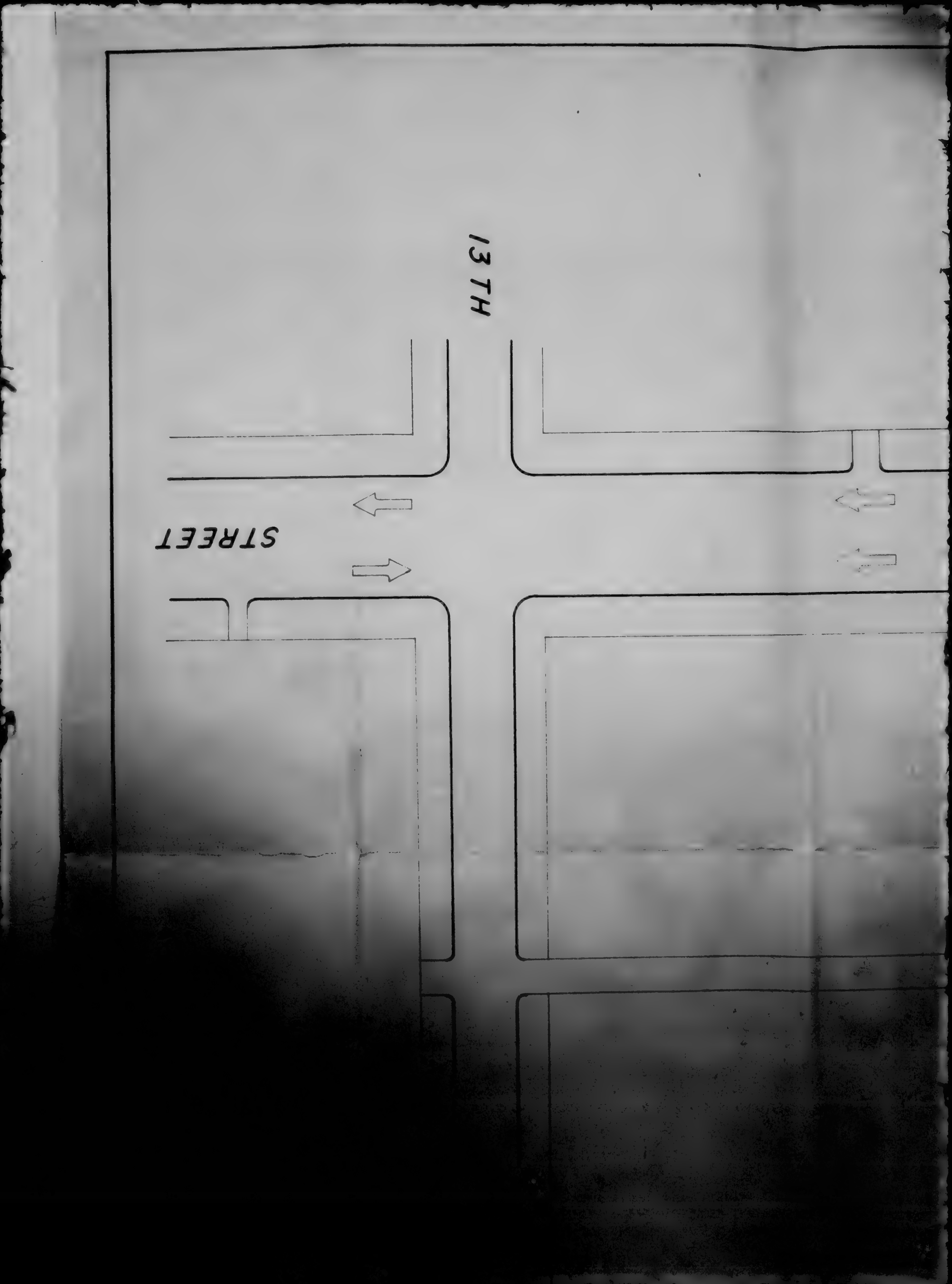
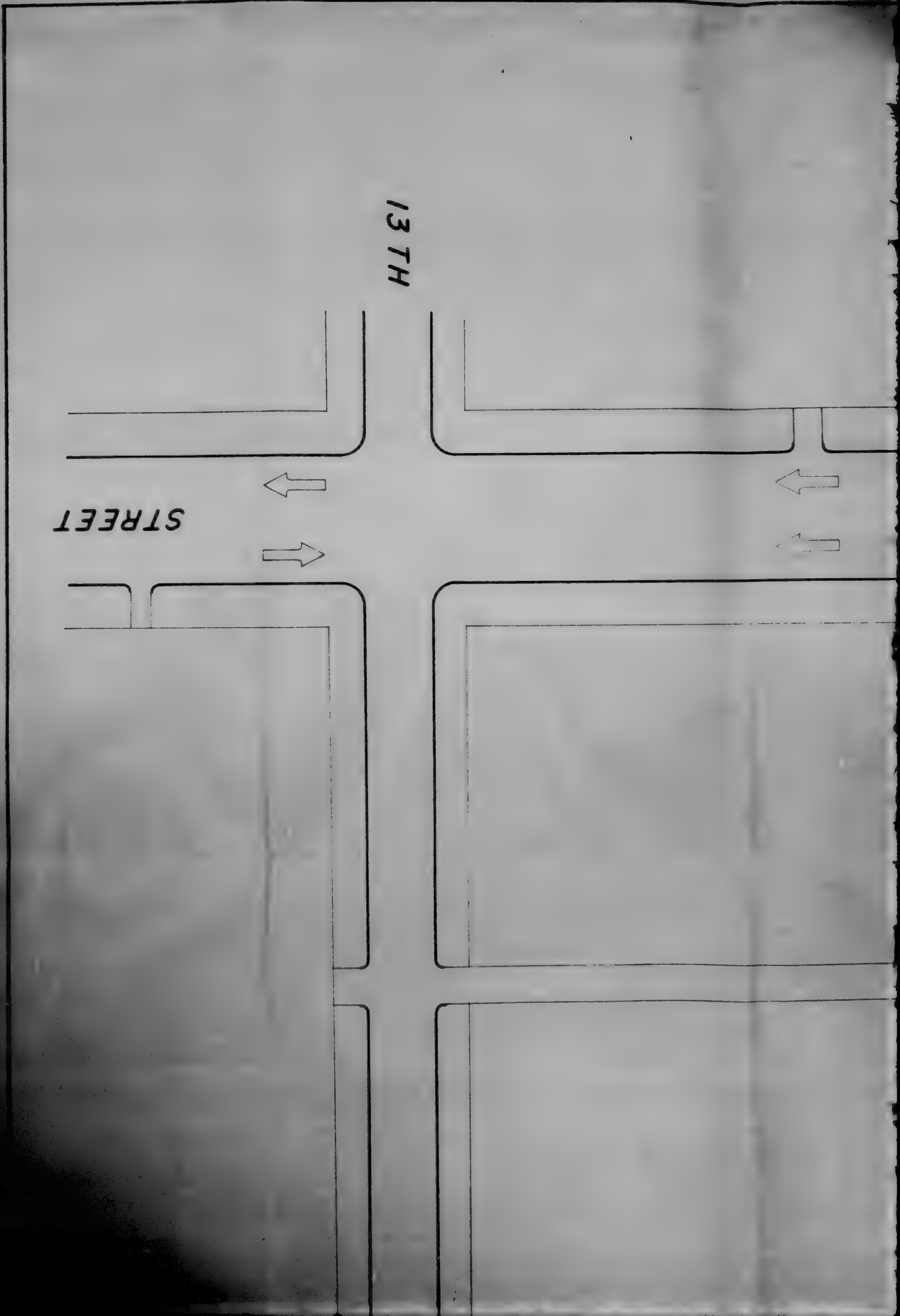
14'


ON A-A
STREET


13 TH
STREET


13 TH
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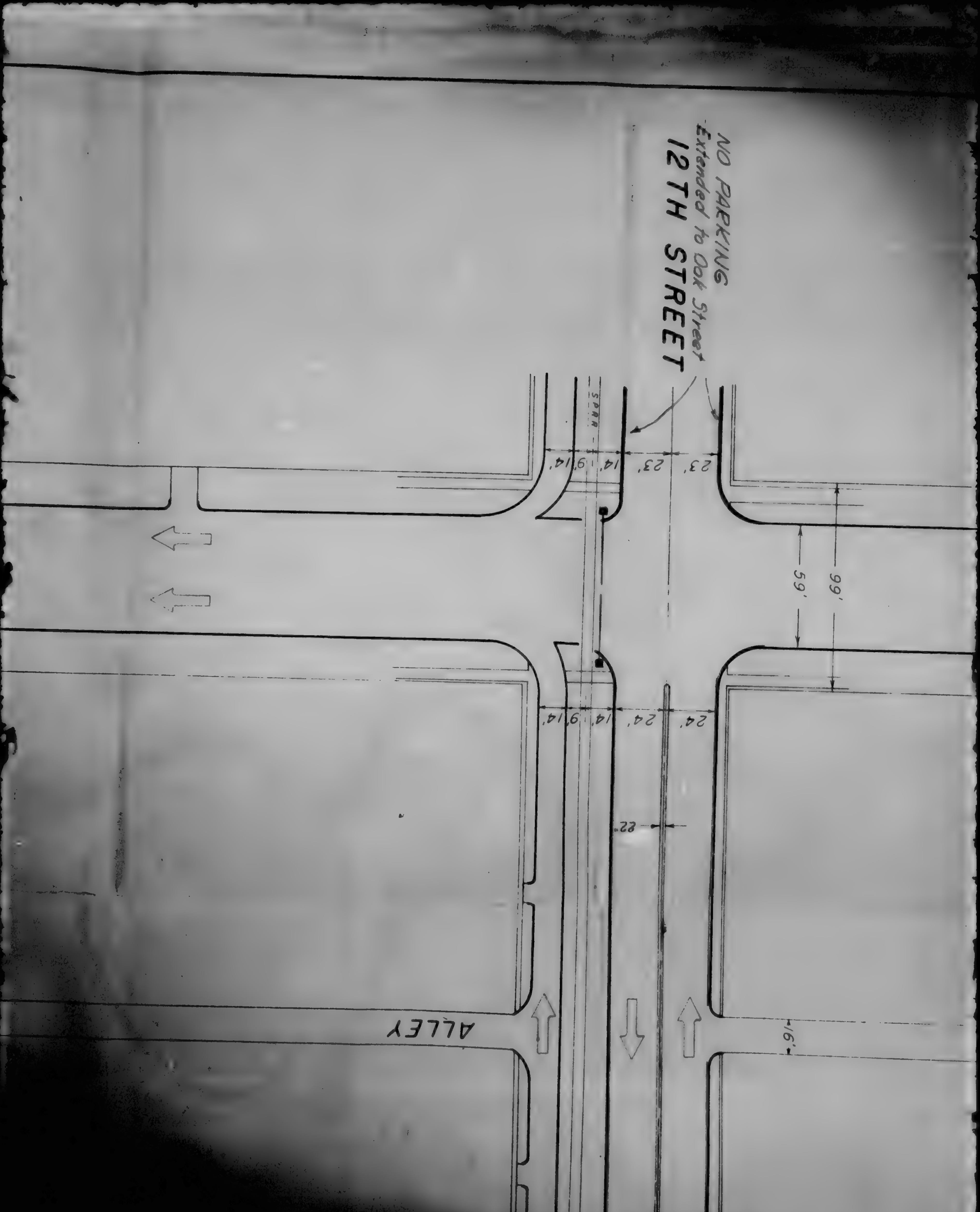
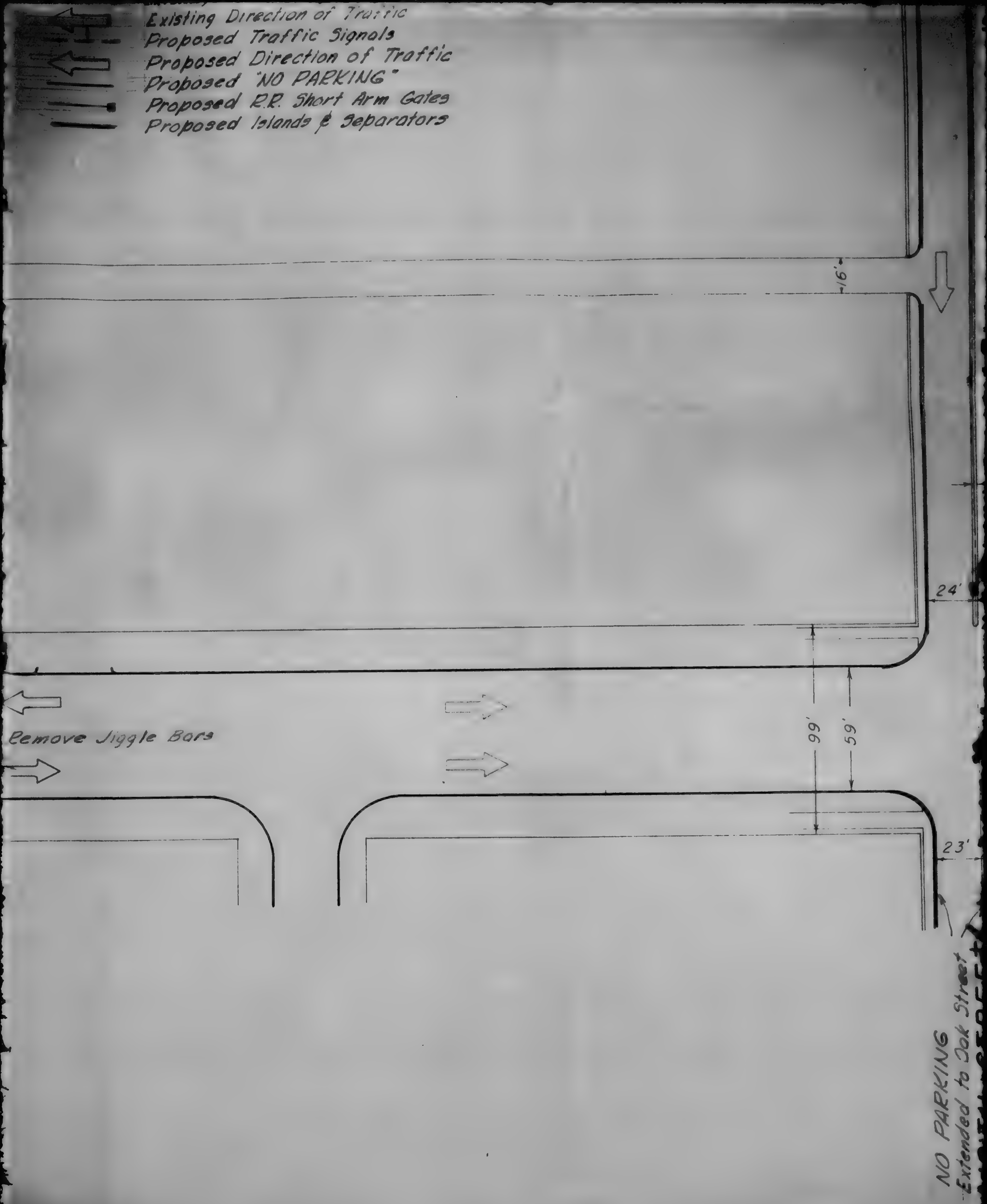

NO PARKING
Extended to Oak Street
12TH STREET
SPRR
28"
ALLEY


Existing Direction of Traffic
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Proposed Direction of Traffic
Proposed "NO PARKING"
Proposed R.R. Short Arm Gates
Proposed Islands & Separators
16'
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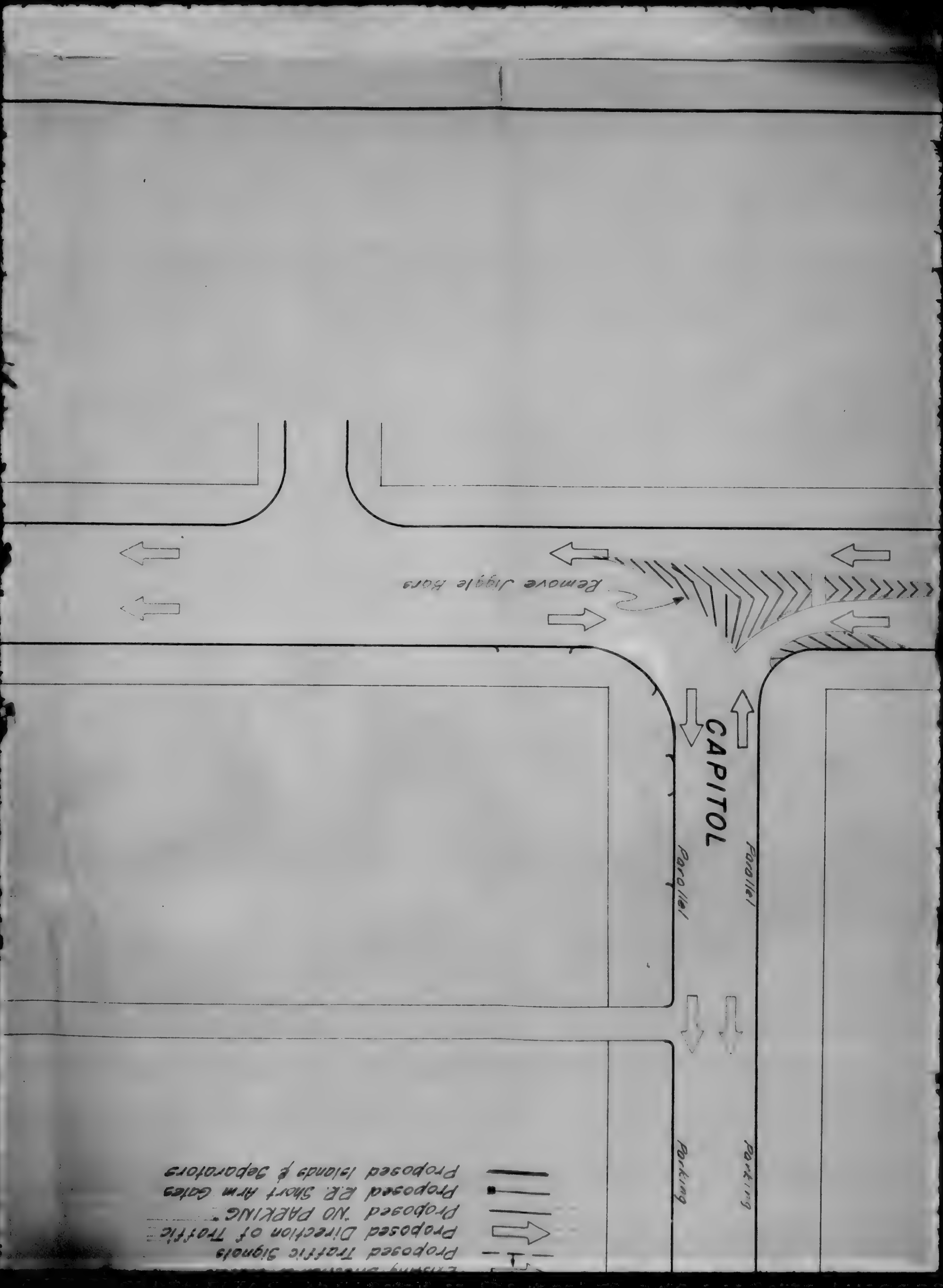
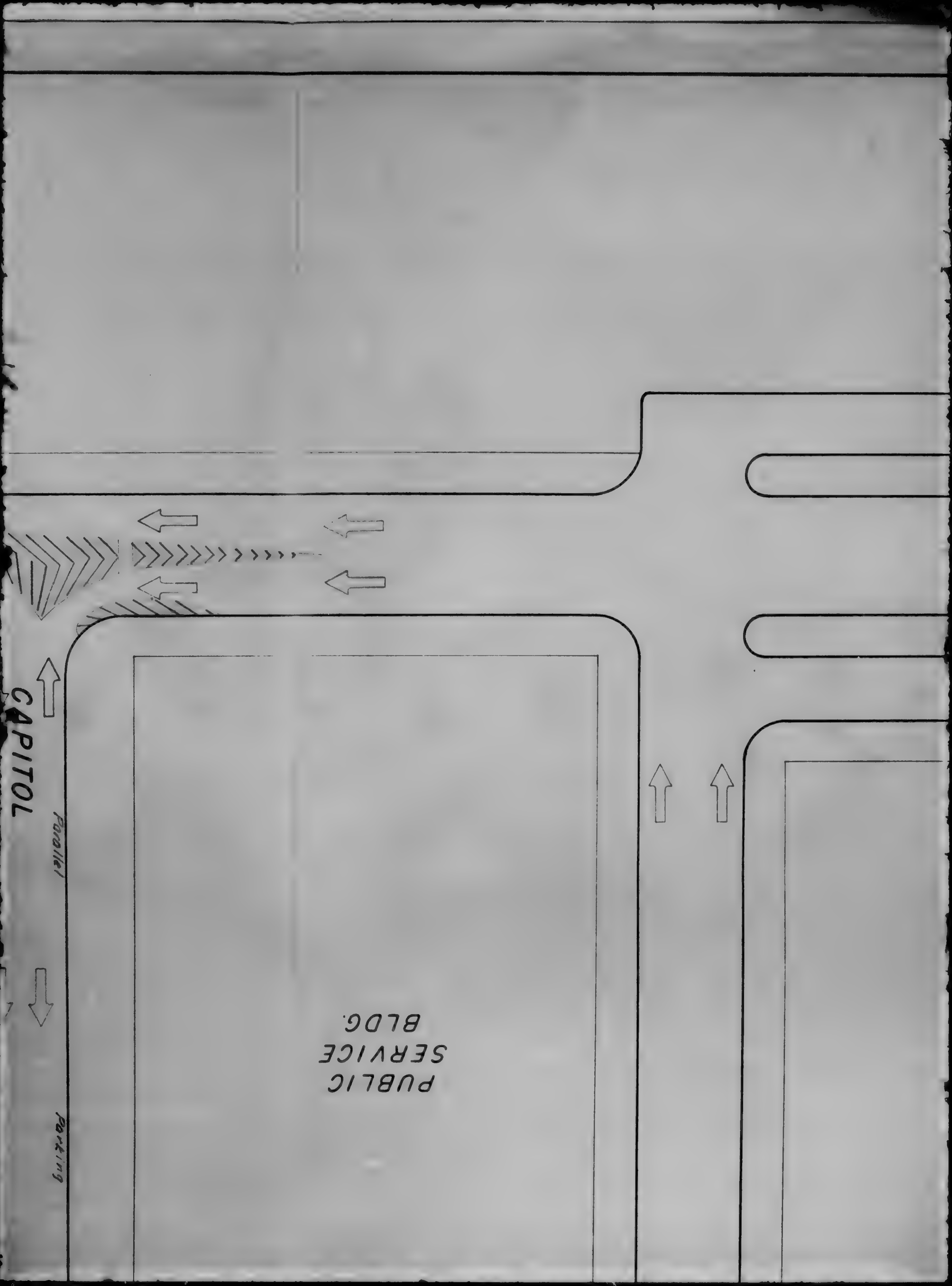
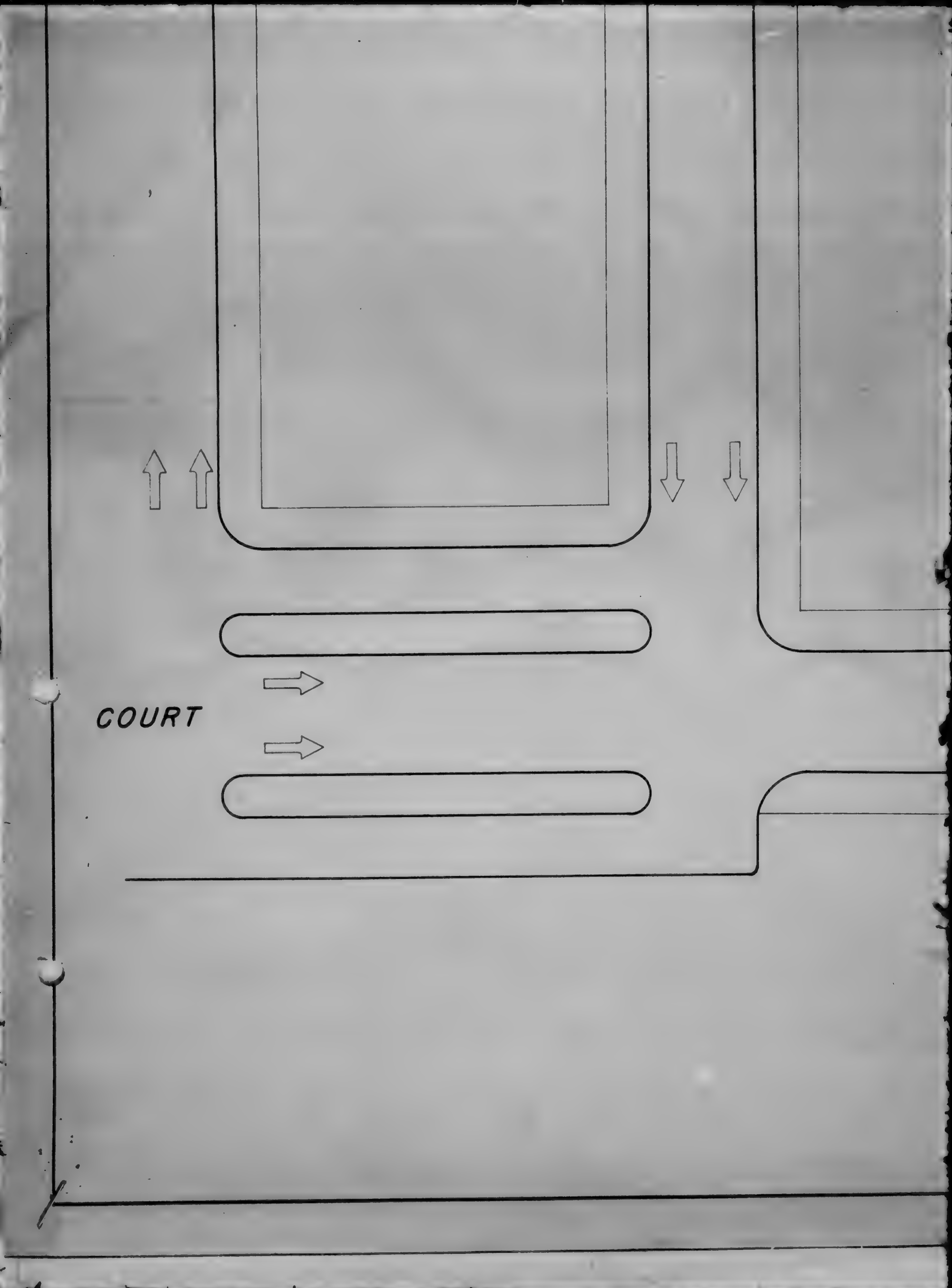
Remove Jiggle Bars
99'
59'
23'
NO PARKING
Extended to Oak Street


Remove Jiggle Bars
CAPITOL
Parallel
Parking
Parallel
Parking
Existing Signals
Proposed Traffic Signals
Proposed Direction of Traffic
Proposed "NO PARKING"
Proposed R.R. Short Arm Gates
Proposed Islands & Separators


CAPITOL
Parallel Parking
PUBLIC SERVICE BLDG.


COURT

RECEIVED
MAR 27 1956

FOR FILING

24-1[illegible]

[illegible]

Cross Referenced To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 22, 1956
Salem Office

SUBJECT: Pux 161-12th Street Grade
Crossing in City of Salem
Southern Pacific Company
Marion County

To: Mr. W. C. Williams ✓
Mr. W. W. Stiffler
Mr. G. S. Paxson
Mr. E. A. Collier (2)
Mr. J. D. Walker (2)
Mr. F. B. Crandall
Mr. C. W. Enfield

NOTED
W. C. WILLIAMS

Herewith I hand you copy of Order No. 34412 issued by the Public Utilities Commissioner under date of March 16, 1956, authorizing the installation of a crossing at grade of the Falls City branch of Southern Pacific Company on the proposed street connecting 12th and Capitol Streets in the City of Salem.

J. W. De Souza R.N.
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
MAR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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Order #34412

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2500

In the Matter of the Application of the City of Salem for authority to construct a crossing at grade with the tracks and right of way of the Southern Pacific Company in the City of Salem in Marion County in Section 23, Township 7 South, Range 3 West, Willamette Meridian. (At proposed Street connecting 12th and Capitol Streets)) ORDER

The above entitled matter was duly heard on Monday, January 30, 1956, at 10:00 A.M., in Room 210, Public Service Building, Salem, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

Chris. J. Kowitz, City Attorney, Salem, Oregon
In behalf of City of Salem;

Oglesby H. Young, Attorney, Portland, Oregon
In behalf of Southern Pacific Company;

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission.

On December 30, 1955, the City of Salem, hereinafter referred to as Applicant, duly applied for authority to construct a crossing at grade of the Falls City Branch of Southern Pacific Company by the northbound lane of the 12th Street connection to Capitol Street at Union Street in the City of Salem, Oregon.

This crossing is a part of an over-all program which will isolate from vehicular traffic the main track of Southern Pacific Company and provide a four-lane highway parallel to the tracks extending from Oak Street to a junction with the southbound leg of U.S. 99E at the junction of Summer and Union Streets.

Southern Pacific Company did not oppose the application and Oregon State Highway Commission had no objections to the issuance of an order as prayed for.

After due notice the matter was set down for hearing, evidence was adduced on behalf of parties as set forth above, the hearing was completed, and the matter submitted for determination. Based upon said evidence and record, it is found that:

Because of the established grade of highway and railroad adjacent to the crossing, it is impracticable to construct the crossing of the northbound lane of the proposed street either above or below the grade of the railroad.

The roadway at the crossing is aligned on a 19 degree curve and will approach the crossing from the south on a descending grade of approximately 2%, and from the north on an ascending grade of approximately 2%.

Vehicles approaching the crossing from the south have a view of trains travelling from the northwest limited to such an extent that from a point on the highway 50 feet south of the crossing, approaching trains are obscured beyond a point approximately 300 feet from the crossing. Trains approaching the crossing from the south will move adjacent to the highway and will be parallel to and visible to vehicle drivers while approaching the crossing.

Applicant proposes to install a flashing light signal, with gong, similar to Commissioner's Standard No. 2 crossing signal. This signal to be operated by train movements through track circuits and to provide a signal indication to northbound traffic only.

Approximately 2,500 cars per day will use this northbound lane at the point of crossing. An average of eight train movements per day are presently being conducted over this section of the track.

The work to be done in connection with the construction of the crossing, together with the sharing of costs incidental thereto, will be as follows:

> Southern Pacific Company will, at its own expense, prepare its track and roadbed to receive, at proper grade, highway surfacing material, and will install, at the proper location, one Commissioner's Standard No. 2 crossing signal, with gong, together with necessary track actuating circuits so arranged as to provide a signal indication to northbound traffic only;
>
> Applicant will award contracts for or assign the construction of all other portions of the crossing, including the surfacing, for the total area thereof, and will reimburse Southern Pacific Company for 50% of the cost of the signal installation;
>
> Southern Pacific Company will, at its own cost, maintain its track and roadbed beneath the pavement surface, together with the flashing light signal and its appurtenances;
>
> Applicant will, at its own expense, maintain the crossing, including the surfacing between the rails of railroad track.

From the foregoing, it is concluded that a crossing of Southern Pacific Company's tracks at this location is necessary to the construction of the 12th Street project, will constitute no undue hazard to rail operation, is in the public interest, and the application should be granted; it is therefore

ORDERED that the application of the City of Salem for authority to construct a crossing at grade with the tracks and right of way of the Southern

Pacific Company in the City of Salem, in Marion County, Oregon, in Section 23, Township 7 South, Range 3 West, Willamette Meridian (at proposed Street connecting 12th and Capitol Streets), is granted; and it is further

ORDERED that the crossing shall be constructed in a good and workmanlike manner, and in conformity as to location, grade, alignment, etc. with plan and profiled submitted with the application and by this reference made a part hereof; and it is further

ORDERED that an automatic signal similar to Commissioner's Standard No. 2 flashing light signal, complete with gong, be installed at the proper location and in such a manner as to provide ample and adequate warning of the presence or approach of a train; and it is further

ORDERED that the costs of construction of the crossing, installation of the signal and the work necessary thereto be borne and performed as follows:

> Southern Pacific Company shall, at its own expense, and by the installation of treated ties if necessary, prepare its track and roadbed to proper grade for highway surfacing, and install steel guard rails to provide flangeways to contain surfacing material;
>
> Southern Pacific Company shall install and prepare for operation one Commissioner's Standard No. 2 flashing light signal, together with the facilities and appurtenances necessary to its operation, including one electrically-operated gong, and so located as to provide a signal indication to northbound traffic only;
>
> City of Salem shall, at its own expense, construct the crossing, complete with pavement surfacing, for the full area thereof, and reimburse Southern Pacific Company for 50% of the costs necessary to the installation of the signal and its operating facilities;

and it is further

ORDERED that, upon completion, Southern Pacific Company shall maintain its rails, ties and roadbed beneath the pavement surface, and the crossing signal and its appurtenances; and it is further

ORDERED that, upon completion, the City of Salem shall maintain the crossing, except the rails, ties and railroad roadbed, together with the pavement surfacing for the full area of the crossing; and it is further

ORDERED that the designation CM-718.8 be assigned to the crossing and maintained thereat by Southern Pacific Company as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 16th day of March, 1956.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
MAR 23 1956
FOR FILING

24-1009

4723

3.g
1-27-56

February 7, 1956

Mr. John L. Franzen
City Manager
City Hall
Salem, Oregon

Dear Mr. Franzen:

This note is simply to confirm information that you already know to the effect that the State Highway Commission at its meeting on January 27, 1956 authorized State cooperation in connection with your plan to improve 12th Street from Bellevue Street on the south to Union Street on the north and an extension thereof to the intersection of Union Street with Summer Street.

The Commission understands that the project is estimated to cost about $310,000 and that the City has $200,000 of bond money available to finance its share; also, the State Highway Department will prepare plans, advertise the project for bids, and supervise construction.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

RECEIVED
FEB 10 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1956

SUBJECT: 12th Street Project
Salem

NOTED
W. C. WILLIAMS

To: Mr. Forrest Cooper
Construction Engineer
Office

Resident Engineer Glenn Starkey has been assigned to the 12th Street Project in Salem. All pertinent data has been turned over to him and he has even now begun work on the project. It will be pushed to the earliest possible completion.

J. D. Walker
Division Engineer

JDW:AM
cc Mr. Glenn Starkey

RECEIVED
FEB 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
FEB 6 1956
OFFICE OF
CONSTRU[illegible]

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FEB 6 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2nd, 1956

SUBJECT: 12th Street (Salem) Project

To: Mr. D. J. Barbee
Urban Engineer
Office

NOTED
W. C. WILLIAMS

Referring to the 12th Street project in the city of Salem, it will be necessary for us to furnish to the Traffic Engineer the basic information re the items that should be incorporated in the agreement between the Highway Commission and the City of Salem as they relate to the features to be handled by the Construction Department.

Please confer with the Traffic Engineer to be sure that we are working in accord and assemble whatever items are necessary for the preparation of an agreement.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams
F. B. Crandall

RECEIVED
FEB 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 15 1956

FOR FILING

STATE HIGHWAY COMMISSION MEETING

Delegation City of Salem re extension of 12th Street

Date January 27, 1956

Time 2:45 p.m.

Name	City or Town	Capacity
Chris J. Kowitz (spokesman)	Salem	City Attorney
J. L. Franzen	"	City Manager
J. H. Davis	"	City Engineer

NOTED
H. B. GLAISYER

AGENDA
JAN 27 1956
D

January 24, 1956

Mr. John Franzen
City Manager
City Hall
Salem, Oregon

Dear Mr. Franzen:

This note is simply to confirm the appointment that I made for you today to discuss with the State Highway Commission at its meeting this week, improvements to 14th Street and its extension to Union Avenue and a connection with Capitol Street and Summer Street.

This meeting of the Commission will be held on Thursday and Friday, January 26 and 27. Delegations will be heard on the second day, Friday the 27th, on which day I have reserved for your convenience 15 minutes of time starting at 4:45 p.m. This meeting will be held as usual in the Imperial Hotel, Portland. However, due to remodeling of the Green Room which is usually assigned for this purpose, the meeting will be held in the Queens Room in the basement of the Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

2:45 P.M.
Jan-27, 56

D

200,000

12th St ext

2447

2:45 PM
Jan 27

Write

property.

It will greatly facilitate and lessen [illegible] between US99 and the North Santiam Highway. Traffic now coming from the north on Summer Street must turn west at Marion Street, proceeding westerly to Cottage Street, where such traffic is routed north to State Street and thence easterly along the south side of the State Capitol group back to 12th Street. The reverse movement requires traffic to left turn off 12th Street at Court, making another right turn at Court and Capitol Streets, proceeding northerly on Capitol Street. This traffic also passes through the Capitol group and, with the large amount of truck traffic, causes a great amount of noise and nuisance.

I recommend that we enter into an agreement with the City of Salem wherein the State will pay the portion over and beyond the $200,000 available to the City of Salem, with the proviso that the State Highway Department prepare the plans, advertise for bids, and supervise the construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. C. H. Maison
Mr. John Cattrall

WCW:me lg

RECEIVED
JAN 2[illegible] 1956
FOR FILING

24-1109

4723

January 23, 1956

Oregon State Highway Commission

Gentlemen:

At a special election held in May, 1956 the people of Salem authorized a bond issue of $200,000 to provide for the acquisition of property and improvement of 12th Street between Union Street on the north and a point just south of Bellevue Street on the south, also for the opening of a new street on a curve connecting 12th Street with Union Street, which, of course, automatically provides a connection to Capitol and Summer Streets, the one-way couplet serving US99. I attach hereto a map showing the contemplated improvement.

The present estimate of cost providing an adequate improvement is approximately $310,000, which is $110,000 in excess of the funds available to the City. The City has requested the State to cooperate in this project, and I recommend that you do so for the following reasons:

It will greatly facilitate and lessen congestion for all traffic between US99 and the North Santiam Highway. Traffic now coming from the north on Summer Street must turn west at Marion Street, proceeding westerly to Cottage Street, where such traffic is routed north to State Street and thence easterly along the south side of the State Capitol group back to 12th Street. The reverse movement requires traffic to left turn off 12th Street at Court, making another right turn at Court and Capitol Streets, proceeding northerly on Capitol Street. This traffic also passes through the Capitol group and, with the large amount of truck traffic, causes a great amount of noise and nuisance.

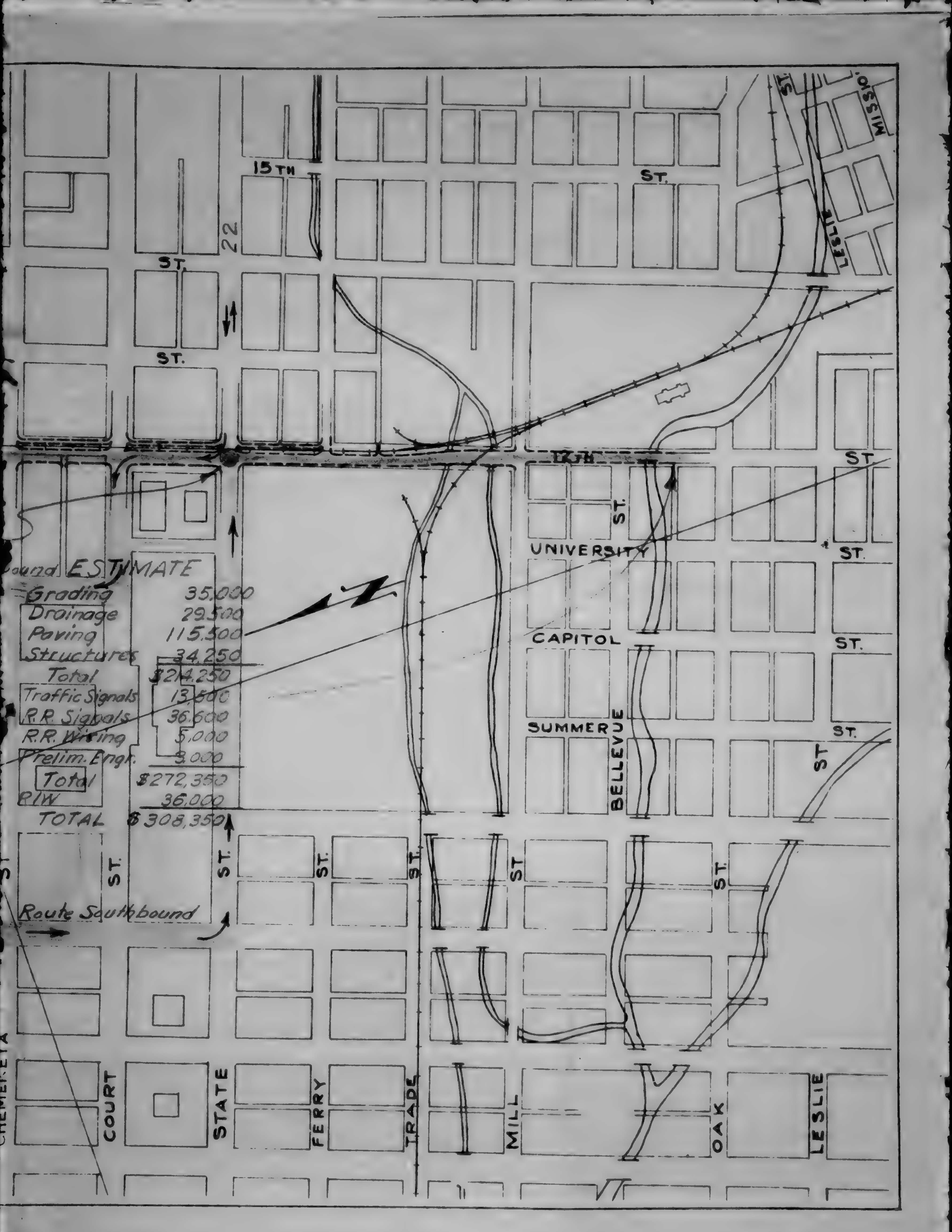
I recommend that we enter into an agreement with the City of Salem wherein the State will pay the portion over and beyond the $200,000 available to the City of Salem, with the proviso that the State Highway Department prepare the plans, advertise for bids, and supervise the construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

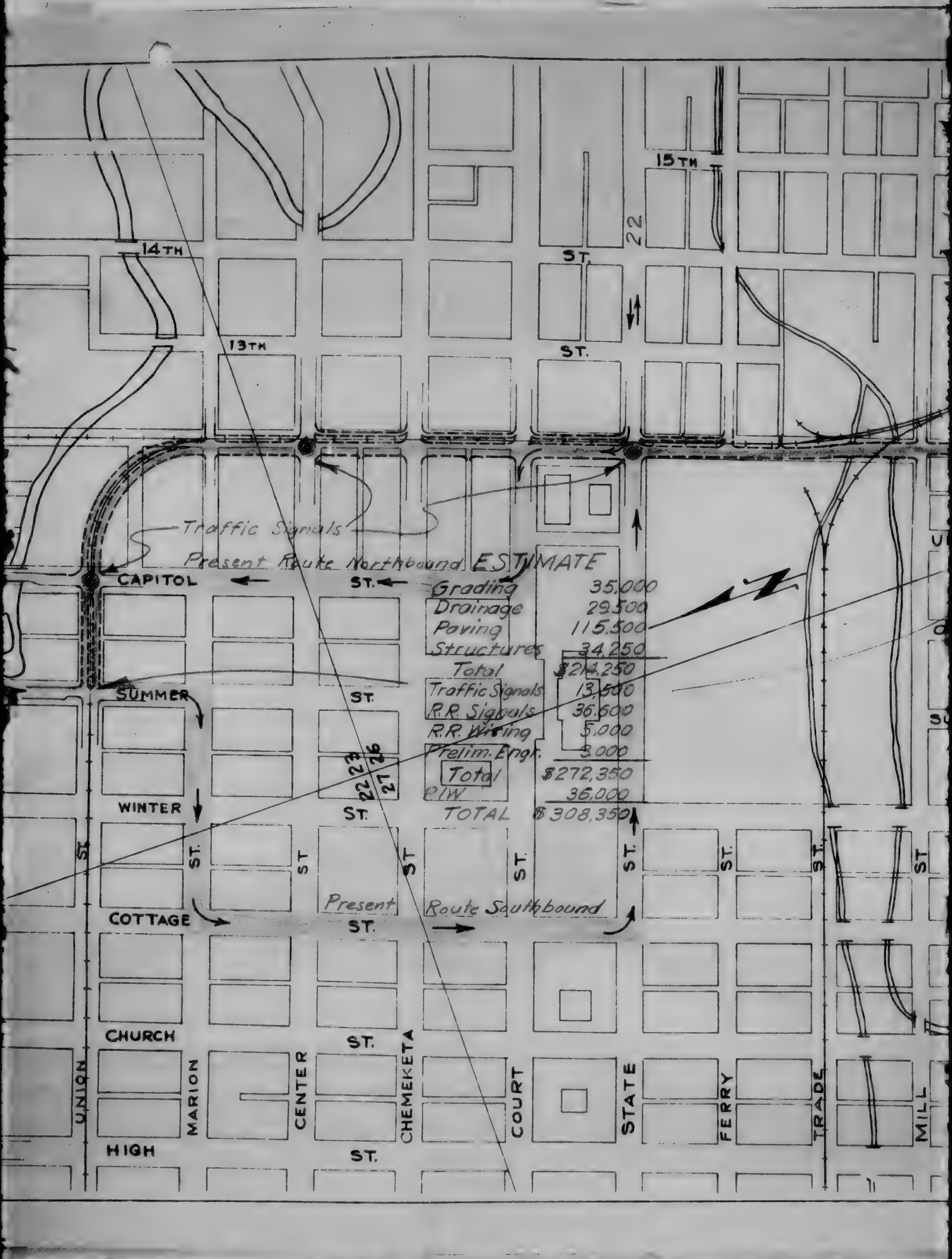
Attachment

cc Mr. Forrest Cooper   Mr. C. H. Maison
Mr. S. H. Probert   Mr. John Cattrall
WCW:me   lg



ound ESTIMATE

Grading	35,000
Drainage	29,500
Paving	115,500
Structures	34,250
Total	$214,250
Traffic Signals	13,500
R.R. Signals	36,600
R.R. Wiring	5,000
Prelim. Engr.	3,000
Total	$272,350
R/W	36,000
TOTAL	$308,350



ESTIMATE

Grading	35,000
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Structures	34,250
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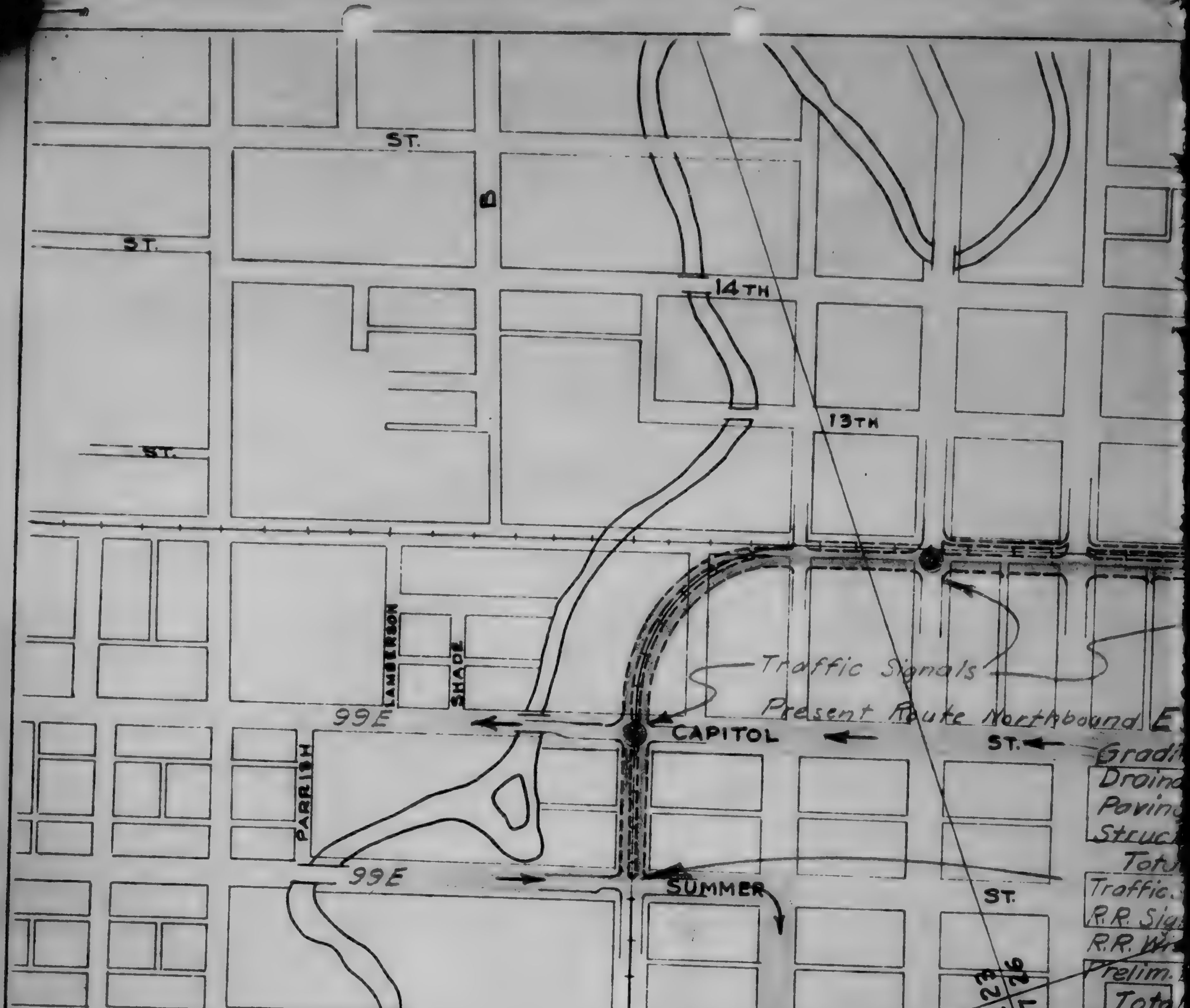
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99E
Traffic Signals
Present Route Northbound E
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MARION
CENTER
CHEMEKETA
HIGH
ST.

City of Salem, Oregon

OFFICE OF CITY MANAGER

CAPITAL OF THE STATE OF OREGON – INCORPORATED 1857

January 20, 1956

Oregon State Highway Commission
Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. R. H. Baldock
State Highway Engineer

Gentlemen:

At a special election held May 21, 1954, the people of the City of Salem authorized a bond issue of $200,000 for the purpose of providing funds for the acquisition of property and the improvement of Twelfth Street, in the City of Salem, between Oak Street and North Mill Creek, and to open a new street, diagonally, on a curve, to connect Twelfth Street with the Pacific Highway.

The project contemplates acquisition of property along the west side of Twelfth Street between Court Street and a point north of Marion Street for the purpose of widening that street by 39 feet, so as to permit a full width street to be constructed and opened on the west side of the mainline tracks of the Southern Pacific Company, and to extend that street on a curve over to the Pacific Highway, which extension will occur in the block north of that occupied by the Sears Roebuck store. The project contemplated further provides that the mainline tracks of the Southern Pacific Company will be curbed, insulated, and isolated so that vehicular traffic cannot go upon the tracks, or cross the tracks, except at street intersections. The curbing, insulation, and isolation will also follow the tracks of Southern Pacific Company along Union Street, and where those tracks will be in the new connecting street above mentioned, the curbing to extend down to Summer Street. The project also includes the installation of new signals or railway warning devices, and many of the intersections will have droparm gates with flashing lights thereon. The project also includes the widening of the existing bridge over Shelton Ditch on Twelfth Street near the Southern Pacific depot.

The project necessitates the acquisition of much land from the Southern Pacific Company, the approval of railroad crossing warning devices by the Public Utilities Commissioner of Oregon, and the acquisition of some property from third parties. An agreement has been made with Southern Pacific Company, copies whereof have previously been filed with your commission. By that agreement the company grants the city an easement over the necessary lands for highway purposes. The agreement also covers allocation of costs between the railroad and the city, the place of installation of insulation curbs, and many other matters.

The Public Utilities Commissioner of Oregon has approved the railway warning devices described in the aforesaid contract, which includes gates as above mentioned.

Proceedings in the matter of this improvement now stand at a point where plans for construction may be made and contracts let, and that brings the city face to face with the cost of financing the improvement. It is patently evident that the $200,000 bond issue is insufficient, and it is clear that the city does not have the money to proceed with the project unless aid and assistance is coming from some other source. Therefore, the City of Salem hereby makes application to the Oregon State Highway Commission to participate in the building of this improvement. The city will put in its $200,000.

This project, if completed, will be of inestimable value to the city and, I believe, to the people of Oregon. Many factors to prove this might be set forth. For the purpose of brevity, only two are mentioned. First, alleviation of traffic congestion around the group of Oregon capitol buildings, and, second, an easily accessible and convenient connection between the Pacific Highway and Oregon State Highway 22, the Santiam Highway. And, of course, we must not lose sight of the great safety factor involved, namely, the protection this improvement will afford the traveling public from the hazards now present on account of the presence of the mainline tracks of Southern Pacific Company on Twelfth Street. This is probably the greatest factor involved, but we believe that any competent traffic engineer investigating the premises must concede that a traffic bottleneck now exists around the capitol group which this Twelfth Street Project, if brought forth and completed will relieve.

The City of Salem therefore requests the State Highway Commission to participate in this improvement to the extent that the cost thereof may exceed $200,000.

Further, the city requests that the highway commission prepare the plans and specifications for the improvement (excepting railroad warning devices), let the contracts therefor, and supervise the construction, as we fully realize the highway commission is far better equipped to make an improvement of this type than the City of Salem.

It is our aim and hope that this project may be completed during 1956.

The undersigned is authorized to make this application on behalf of the City of Salem.

Expressing the gratitude of the people of the City of Salem for the many past favors extended the city and its people by the Oregon State Highway Commission, and assuring you of the cooperation of the city in any way possible, I am, on behalf of the Common Council of the City of Salem,

Yours very truly,

J. L. Franzen

J. L. Franzen
City Administrator

JLF/CJK
dec

RECEIVED
DEC 19 1955
FOR FILING

24-1009

4723

Salem, Oregon
December 16, 1955

Agreement between the
City of Salem and the
Southern Pacific Company

Mr. C. W. Enfield
Office

I hand you herewith one copy of an agreement which has been entered into between the City of Salem and the Southern Pacific Company.

The reason that I am handing you this agreement, of which one copy will go to our general files, is that the State will very likely be a third party to the proposed 12th Street improvement project. Therefore, before the State enters into any agreement to pay costs, make the survey, let a contract and supervise the work, we wish you to be thoroughly familiar with the proposed work and the extent of obligation of both the City of Salem and the Southern Pacific Company.

W. C. Williams

WCW:me
Attachment
cc Mr. R. H. Baldock

City of Salem, Oregon
OFFICE OF CITY ATTORNEY
CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

December 13, 1955

Mr. Wayman C. Williams
Assistant Engineer
State Highway Department
Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Enclosed find two copies of agreement bearing date of November 22, 1955, entered into between the City of Salem and Southern Pacific Company. By this agreement the railroad company grants the city an easement over lands for the widening of Twelfth Street and for the opening of a new street between Twelfth and Capitol Streets. The agreement contains many other provisions.

This is the agreement we discussed several days ago which I agreed to furnish you with copies thereof. I assume one of the enclosed copies will be handed to your legal department.

Yours very truly,

Chris. J. Kowitz
City Attorney

CJK/dec
enclosure

RECEIVED
DEC 14 1955
OREGON
STATE HIGHWAY COMMISSION

W. C. [illegible]

THIS INDENTURE, made this 22nd day of November, 1955, by and between the CITY OF SALEM, a municipal corporation of the State of Oregon, hereinafter called the "City", and the SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, hereinafter called the "Company";

WHEREAS, the parties hereto desire to evidence their understandings and agreements concerning street improvements in and along Twelfth Street from the south line of the alley running easterly and westerly through Block 36, University Addition, to and including a new street to be opened between Twelfth and Capitol Streets, as hereinafter provided, in Union Street, between Capitol and Summer Streets, railroad improvements incidental thereto, and the closure of Howard and Nebraska Streets, all within the limits of the City of Salem, Marion County, Oregon.

WITNESSETH:

1. In consideration of the faithful performance by City of all of its covenants herein contained, Company hereby grants to the City a permanent easement for public street and highway purposes, including all incidental uses for which public streets may be used in, upon, and along that certain real property more particularly described as follows:

All those certain pieces or parcels of land situate, lying, and being in the City of Salem, County of Marion, State of Oregon, more particularly described as follows:

PARCEL NO. 1:

A strip of land thirty-nine (39) feet in width along the easterly side and being a part of lot numbered nine (9) Chas. Cartwrights' Addition to the Town (now City) of Salem, Marion County, Oregon, as said lot is numbered and described in Plat of same filed October 27, 1868, recorded May 17, 1871, in Volume 1. Page 24, of town plats in record of Marion County, containing an area 6141 square feet, more or less.

PARCEL NO. 2:

A strip of land thirty-nine (39) feet in width along the easterly side and being a part of lot numbered ten (10) Chas. Cartwright's Addition to the City of Salem, Marion County, Oregon, as said lot is numbered and described in plat of same filed June 24, 1866, recorded May 17, 1871 in Volume 1, Page 25, of town plats in record of Marion County, containing an area of 6141 square feet, more or less.

PARCEL NO. 3:

A strip of land thirty-nine (39) feet in width along the easterly side and being a part of lot numbered nine (9), Chas. Cartwright's Addition to the City of Salem, Marion County, containing an area of 6143 square feet, more or less.

PARCEL NO. 4:

Beginning at the point of intersection of the northerly line of Center Street with the westerly line of Twelfth Street in the City of Salem, as shown on the duly recorded plat thereof; thence north 19° 32' 00" east along said westerly line of Twelfth Street, 301 feet to a point in the southerly line of Marion Street; thence north 70° 28' 00" west along said southerly line of Marion Street, 39 feet; thence south 19° 32' 00" west parallel with and distant 39 feet westerly measured at right angles, from said westerly line of Twelfth Street, 301 feet to a point in said northerly line of Center Street; thence south 70° 28' 00" east along said northerly line of Center Street, 39 feet to the point of beginning and containing an area of 11,739 square feet, more or less.

PARCEL NO. 5:

Beginning at the southeast corner of Lot 9, Block 1, Knight's Addition to the City of Salem as shown on the duly recorded plat thereof; thence north 19° 32' 00" east along the westerly line of Twelfth Street 230 feet to the northeast corner of Lot 10, of said Block 1; thence north 70° 28' 00" west along the northerly line of said Block 1, a distance of 63.83 feet to a point; thence south 10° 25' 07" west 116.47 feet to a point in a line parallel with and distant 115 feet northerly, measured at right angles, from the northerly line of Marion Street, being also distant 45.38 feet westerly, measured at right angles, from said westerly line of Twelfth Street; thence south 70° 28' 00" east along last said parallel line, 6.38 feet to a point in a line parallel with and distant 39 feet westerly, measured at right angles, from said westerly line of Twelfth Street; thence south 19° 32' 00" west along last said parallel line, 115 feet to a point in said northerly line of Marion Street; thence south 70° 28' 00" east along said northerly line of Marion Street, 39 feet to the point of beginning and containing an area of 10,764 square feet, more or less.

PARCEL NO. 6:

Beginning at the southwest corner of Lot 8, Block 2, Knight's Addition to the City of Salem as shown on the duly recorded plat thereof; thence north 19° 32' 00" east along the westerly line of said Lot 8, a distance of 79.65 feet to a point distant 11.00 feet southwesterly, measured radially, from the center line of main track of the Southern Pacific Company's Falls City Branch; thence southerly on a curve to the right, having a radius of 175.78 feet (tangent to said curve at last mentioned point bears south 30° 38' 46" east and chord of said curve bears south 14° 44' 03" east 96.38 feet) an arc distance of 97.63 feet to a point in the southerly line of Lot 9 in said Block 2; thence north 70° 28' 00" west along the southerly line of said Block 2, a distance of 54.27 feet to the point of beginning, containing an area of 2596 square feet, more or less.

PARCEL NO. 7:

Commencing at the southeast corner of Lot 7, Block 2, Knight's Addition to the City of Salem as shown on the duly recorded plat thereof; thence north 19° 32' 00" east along the easterly line of said Lot 7, a distance of 86.00 feet to the actual point of beginning of the parcel of land to be described; thence north 33° 35' 48" west 40.00 feet to a point in the northerly line of said Lot 7; thence south 70° 28' 00" east along last said northerly line 7.38 feet to a point distant 11.00 feet southwesterly, measured radially, from the center line of main track of the Southern Pacific Company's Falls City Branch; thence southeasterly on a curve to the right, having a radius of 316.72 feet, concentric with andll feet southwesterly, measured radially, from said center line of main track (tangent to said curve at last mentioned point bears south 38° 25' 27" east and chord of said curve bears south 35° 42' 46" east 29.96 feet) an arc distance of 29.98 feet to a point in said easterly line of said Lot 7; thence south 19° 32' 00" west along last said easterly line, 6.92 feet to the actual point of beginning, containing an area of 181 square feet, more or less.

PARCEL NO. 8:

Commencing at the southwest corner of Block 2, Knight's Addition to the City of Salem as shown on the duly recorded plat thereof; thence north 19° 32' 00" east along the westerly line of said Block 2, a distance of 126 feet to a point in the northerly line of an alley (16 feet wide); thence south 70° 28" 00" east along last said northerly line 150 feet to the actual point of beginning of the parcel of land to be described; thence north 19° 32' 00" east along the easterly line of an alley (10 feet wide), 33.07 feet to a point distant 11 feet southwesterly, measured radially, from the center line of main track of the Southern Pacific Company's Falls City Branch; thence south 70° 28' 00" east 20.06 feet to a point; thence south 63° 28' 00" east 26.07 feet to a point; thence southeasterly on a curve to the right, having a radius of 316.72 feet; concentric with and distant 11 feet southwesterly, measured radially, from said center line of main track (tangent to said curve at last mentioned point is last described course and chord of said curve bears south 53° 55' 32" east, 105.00 feet) an arc distance of 105.48 feet to a point in said northerly line of said 16 foot alley; thence north 70° 28' 00" west along last said northerly line 146.59 feet to the actual point of beginning, containing an area of 3290 square feet, more or less.

PARCEL NO. 9:

Beginning at the southeast corner of Lot 9, Block 2, Knight's Addition to the City of Salem as shown on the duly recorded plat thereof; thence north 70° 28' 00" west along the northerly line of Union Street 26.19 feet to a point; thence northerly on a curve to the left, having a radius of 197.78 feet (tangent to said curve at last mentioned point bears north 3° 16' 48" east and chord of said curve bears north 12° 06' 11" west 104.93 feet) an arc distance of 106.20 feet to a point in a line concentric with and distant 11.00 feet northeasterly, measured radially, from the center line of main track of the Southern Pacific Company's Falls City Branch; thence northwesterly along said concentric line, on a curve to the left, having a radius of 338.72 feet (tangent to said curve at last mentioned point bears north 27° 29' 09" west and chord of said curve bears north 29° 57' 47" west 29.28 feet) an arc distance of 29.29 feet to a point in the westerly line of Lot 8 in said Block 2; thence north 19° 32' east along last said westerly line 17.65 feet to the northerly line of an alley (16 feet wide); thence north 70° 28' 00" west along last said northerly line, 24.78 feet to a point in said line concentric with and distant 11.00 feet northeasterly measured radially from said center line of main track; thence northwesterly along said concentric line, on a curve to the left, having a radius of 338.72 feet (tangent to last said curve at last mentioned point bears north 37° 35' 19" west and chord of said curve bears north 50° 31' 40" west 151.69 feet) an arc distance of 152.99 feet to a point; thence north 63° 28' 00" west 27.42 feet to a point; thence north 70° 28' 00" west 21.41 feet to a point in the easterly line of an alley (10 feet wide); thence north 19° 32' 00" east along last said easterly line 28.00 feet to a point distant 39 feet northeasterly measured radially from said center line of main track; thence south 70° 28' 00" east 23.12 feet to a point; thence south 63° 28' 00" east 29.13 feet to a point in a line concentric with and distant 39 feet northeasterly, measured radially, from said center line of main track; thence southeasterly along last said concentric line, on a curve to the right, having a radius of 366.72 feet (tangent to last said curve at last mentioned point is last described course and chord of said curve bears south 45° 28' 35" east 226.53 feet) an arc distance of 230.29 feet to a point; thence southerly on a curve to the right, having a radius of 225.78 feet (tangent to last said curve at last mentioned point bears south 27° 29' 09" east and chord of said curve bears south 12° 24' 24" east 117.47 feet) an arc distance of 118.84 feet to a point in the westerly line of Twelfth Street; thence south 19° 32' 00" west along last said westerly line, 10.13 feet to the point of beginning, containing an area of 10,687 square feet, more or less.

PARCEL NO. 10:

Commencing at the southwest corner of Block 2 in Knight's Addition to the City of Salem as shown on the duly recorded plat thereof; thence north 19° 32' 00" east along the westerly line of said Block 2, a distance of 126 feet to a point in the northerly line of an alley (16 feet wide) and the actual point of beginning of the parcel of land to be described; thence north 19° 32' 00" east continuing along said westerly line of Block 2, a distance of 33.07 feet to a point distant 11.00 feet southwesterly, measured at right angles, from the center line of main track of the Southern Pacific Company's Falls City Branch; thence south 70° 28' 00" east 140 feet to a point in the westerly line of an alley (10 feet wide); thence south 19° 32' 00" west along last said westerly line 33.07 feet to a point in said northerly line of said 16 foot alley; thence north 70° 28' 00" west along last said northerly line, 140 feet to the actual point of beginning, containing an area of 4630 square feet, more or less.

PARCEL NO. 11:

Commencing at the southwest corner of Block 2 in Knight's Addition to the City of Salem as shown on the duly recorded plat thereof; thence north 19° 32' 00" east along the westerly line of said Block 2, a distance of 181.07 feet to a point distant 11 feet northeasterly, measured at right angles, from the center line of the main track of the Southern Pacific Company's Falls City Branch, and the actual point of beginning of the parcel of land to be described; thence continuing north 19° 32' 00" east along last said westerly line, 27 feet to a point; thence south 70° 28' 00" east 140 feet to a point in the westerly line of an alley (10 feet wide); thence south 19° 32' 00" west along last said westerly line, 27 feet to a point; thence north 70° 28' 00" west 140 feet to the actual point of beginning, containing an area of 3780 square feet, more or less.

PARCEL NO. 12:

That portion of a strip of land 60 feet wide, lying equally 30 feet on each side of the center line of track described second in deed dated September 21, 1880, Trustees of the Willamette University to Oregon and California Railroad Company, recorded in Volume 26 of Deeds, Page 72, Marion County Records, that lies easterly of the southerly prolongation of the westerly line of Twelfth Street as said street exists between Ferry Street and State Street.

RESERVING unto Company, its successors and assigns, the right to maintain and replace, and to operate over, the existing railroad tracks over Parcels Nos. 5 and 9 in such manner as may be consistent with the enjoyment of the easement for the purposes herein granted to City upon said Parcels Nos. 5 and 9.

2. The Company agrees to cause said easements to be released and discharged from that certain mortgage from Southern Pacific Company to the National Bank of Commerce in New York (Guarantee Trust Company of New York, successor trustee), as trustee, dated March 1, 1927, within one (1) year from the date first above written.

3. Company shall prepare plans for and install crossing protection signals and appurtenances as described on Exhibit "A" hereto attached and made a part hereof, together with actuating and operating circuits, adequate instrument housing, and necessary connections within said instrument housing of City's synchronization circuits from City's vehicular and pedestrian traffic signals mentioned in Section 6-(g) hereof.

The installation of said crossing protection signals shall be subject to City obtaining any necessary authorization and approval therefor from the Public Utilities Commissioner of Oregon. City agrees to make application to said Commissioner for said authorization and approval, and Company agrees to cooperate with City in connection therewith.

In the event said Commissioner does not approve the installation of the crossing protection signals as described on said Exhibit "A", Company agrees to install such crossing protection at the locations described on Exhibit "A" as may be ordered by the Public Utilities Commissioner of Oregon.

City agrees to reimburse Company for one-half (1/2) the actual cost incurred by Company in the installation of the crossing protection signals as described on Exhibit "A", or such other crossing protection as may be ordered by said Commissioner. The cost incurred by Company shall include all proper and necessary expense incident to the work performed by Company in accordance with the uniform system of accounts for steam railroads prescribed by the Interstate Commerce Commission. The cost of the City's share of the installation of said crossing protection signals as described on Exhibit "A", is estimated to be Forty-eight Thousand, Six Hundred and Eighty (48,680) Dollars.

4. The Company shall, at its own expense:

(a) Install vehicular stop signs at the crossing of Company's main line track at Mill Street, Mission Street, and Hines Street in said City of Salem, as ordered by the Public Utilities Commissioner of Oregon;

(b) Prepare to receive paving the track areas of the street intersections, including crosswalks, at grade from the south line of the alley running easterly and westerly through Block 36, University Addition, to the new street to be opened between Twelfth Street and Capitol Street, and in Union Street between Capitol and Summer Streets, within lines two feet outside the rails of Company's tracks located thereon;

(c) Maintain said strips of land, including the crosswalks, between the said isolation curbs;

(d) Furnish such flagmen as the Company deems necessary to protect and safeguard engines and trains at said locations in performance of the work covered by this indenture;

(e) Remove or replace all existing railroad appurtenances such as switches, telephone booths, and signals from the area to become a part of the public street, or so locate said appurtenances as to be level with the pavement;

(f) Remove or cause to be removed the railroad spur track and unloading dock immediately east of Capitol Street and notify all of its other lessees as to the termination of their rights over the area covered by the easements herein granted; and

(g) Raise its tracks at all intersections 0.2 foot, more or less, in order to provide for a smooth crossing at grade with the street.

5. The Company may, at its own expense, remove the existing street paving from the strips of land between the concrete isolation curbs the City is obligated to construct hereunder, except at street intersections.

6. The City shall, at its own expense:

(a) Prepare or cause to be prepared plans and specifications for, and construct and maintain, concrete isolation curbs on each side of the Company's main line track in Twelfth Street, between the north line of the alley running easterly and westerly in Block 36, University Addition, and the new street to be opened between Twelfth Street and Capitol Street, in said new street, and in Union Street between Capitol Street and Summer Street; said curbs to be continuous, without openings, except at street intersections. The installation of said curbs shall be made for the purpose of preventing vehicles from driving or entering upon or crossing said track other than at street intersections. Said curbs shall have a minimum thickness of six inches, a minimum heights above the surface of the street of eight and one-half inches, a minimum distance of eight and one-half feet from the center line of said track, except at intersections. All clearances shall be as prescribed by Order No. 33700 of the Public Utilities Commissioner;

(b) Install and maintain street lighting along Twelfth Street and along the new street to be opened between Twelfth Street and Capitol Street so that the isolation curbs to be installed by the City hereunder may be visible in the nighttime to the operators of motor vehicles along said streets;

(c) Make application to the Public Utilities Commissioner of Oregon for permission to construct a new crossing at grade of the new street to be opened by the City across the Company's track in Union Street lying northerly of Marion Street in said City of Salem. The Company agrees to cooperate with the City in obtaining such permission;

(d) Take appropriate steps to vacate to public use and eliminate the Howard Street crossing and the Nebraska Street crossing across the Company's tracks in said City of Salem;

(e) Furnish or cause to be furnished such flagmen as the City deems necessary to protect and safeguard vehicular traffic at said locations in the performance of the work covered by this indenture;

(f) Perform or cause to be performed all necessary construction and reconstruction in the area to be used by the public, including crosswalks between isolation curbs and adequate street drainage (except that the City may require existing utilities to bear the expense of moving the same, and the City may obtain the aid of the Oregon State Highway Commission in accomplishing a part of the improvement); and

(g) Install vehicular and pedestrian traffic signals at the intersections of State and Twelfth Streets, Center and Twelfth Streets, and Capitol and Union Streets, and synchronization circuits thereof up to the Company's instrument housing; provided, however, that the cost of installing said synchronization circuits shall be borne equally by City and Company.

7. All work contemplated in this indenture shall be performed in a good and workmanlike manner, and each portion shall be promptly commenced by the party hereto obligated to do the same, and thereafter diligently prosecuted to conclusion in its logical order and sequence. All work contemplated in this indenture shall be completed within three (3) years from the date hereof, except when delayed because of causes beyond the control of the parties hereto, or either of them.

8. After the improvement of said streets and highways has been completed, the Company, at its own expense, shall maintain said railroad crossing signals and appurtenances so long as they remain in place, and the portion of the intersections at grade between lines two feet outside the rails of Company's tracks located thereon at all intersections between the south line of the alley running easterly and westerly through Block 36, University Addition, to the new street to be opened between Twelfth Street and Capitol Street, and in Union Street from Capitol Street to Summer Street.

The remainder of the intersections shall be maintained by and at the expense of the City.

9. Except as herein otherwise provided, Company shall not be obligated to bear any cost or expense, by assessment or otherwise, in connection with construction and maintenance of the street and highway improvements and work incidental thereto upon the property mentioned herein.

10. Nothing contained in this indenture shall be construed as relinquishing any right or interest either of the parties hereto may have in and to that portion of the existing streets, including street intersections, and railroad rights-of-way lying between the isolation curbs to be installed as hereinabove provided.

11. Upon abandonment of the use of property described herein, or any part thereof, for street and highway purposes, title to said property so abandoned shall revert to the Company, its successors or assigns, free and clear of said easements for street and highway purposes.

12. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their officers thereunto duly authorized as of the day and year first herein written.

(signatures follow--)

* * * * * * * * * * *

EXHIBIT "A"

Crossing No. 1 - Silverton Road Crossing (No. C-720.3)
Two Commissioner's Standard No. 2 flashing light signals equipped with gongs and a marker thereon reading "2 TRACKS".

Crossing No. 5 - Market Street Crossing (No. C-719.4)
Two Commissioner's Standard No. 2 flashing light signals equipped with short-arm gates and gongs.

Crossing No. 7 - D Street Crossing (No. C-719.2)
Two auxiliary short-arm gates and gongs in addition to present equipment at said intersection.

Crossing No. 8 - Marion Street Crossing (No. C-718.83)
Two Commissioner's Standard No. 2 flashing light signals equipped with short-arm gates and gongs.

Crossing No. 9 - Center Street Crossing (No. C-718.76)
(Install the same signals as are specified in said PUC Order for the Marion Street Crossing)

Crossing No. 10 - Chemeketa Street Crossing (No. C-718.67)
(Install the same signals as are specified in said PUC Order for the Marion Street Crossing)

Crossing No. 11 - Court Street Crossing (No. C-718.6)
(Install the same signals as are specified in said PUC Order for the Marion Street Crossing)

Crossing No. 12 - State Street Crossing (No. C-718.52)
(Install the same signals as are specified in said PUC Order for the Marion Street Crossing)

Crossing No. 13 - Ferry Street Crossing (No. C-718.45)
One Commissioner's Standard No. 2 flashing light signal equipment with gong.

New Crossing - to be opened over the Union Street Line, in connection with the aforesaid new street to be opened between Twelfth and Capitol

One Commissioner's Standard No. 2 flashing light signal equipped with gong, flashing one way only.

RECEIVED
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FOR FILING

2-1-1009

4723

November 30, 1955

Mr. J. L. Franzen
City Manager
Salem, Oregon

Dear Mr. Franzen:

We have completed the reconnaissance study of feasibility of widening State Street between 12th Street and the east city limits to provide four lanes of traffic. In this study we have not only made an estimate of alternate plans of widening State Street but have also made a study of a possible one-way street couplet which might be used in lieu of widening State Street.

From 12th Street to 17th Street there is sufficient right of way to permit widening of State Street to a 64-foot width between curbs, which will permit four moving lanes of traffic, plus parking on each side. From 17th Street to the east city limits there is not sufficient right of way to permit widening the street to more than a 44-foot width without extremely excessive costs. The estimated cost of widening as outlined above is $76,000, and this would provide for four moving lanes of traffic, provided that all parking were prohibited between 17th Street and the east city limits. If we were to widen the street to a 64-foot width throughout the entire distance, right-of-way cost would amount to some $700,000, and the resultant total cost would be $847,000, which is prohibitive.

We have studied the alternate one-way street couplet and find that Chemeketa Street can be widened from 14th Street to 24th Street and 24th Street between Chemeketa and State Streets to a width of 44 feet, which will accommodate two lanes of traffic in one direction, plus parking, for a cost of $78,000. To widen State Street to afford the same width would cost $46,000, resulting in a total cost of $124,000 for the one-way couplet. This plan would still require a "no parking" prohibition between 24th Street and the east city limits, which is a distance of about two blocks.

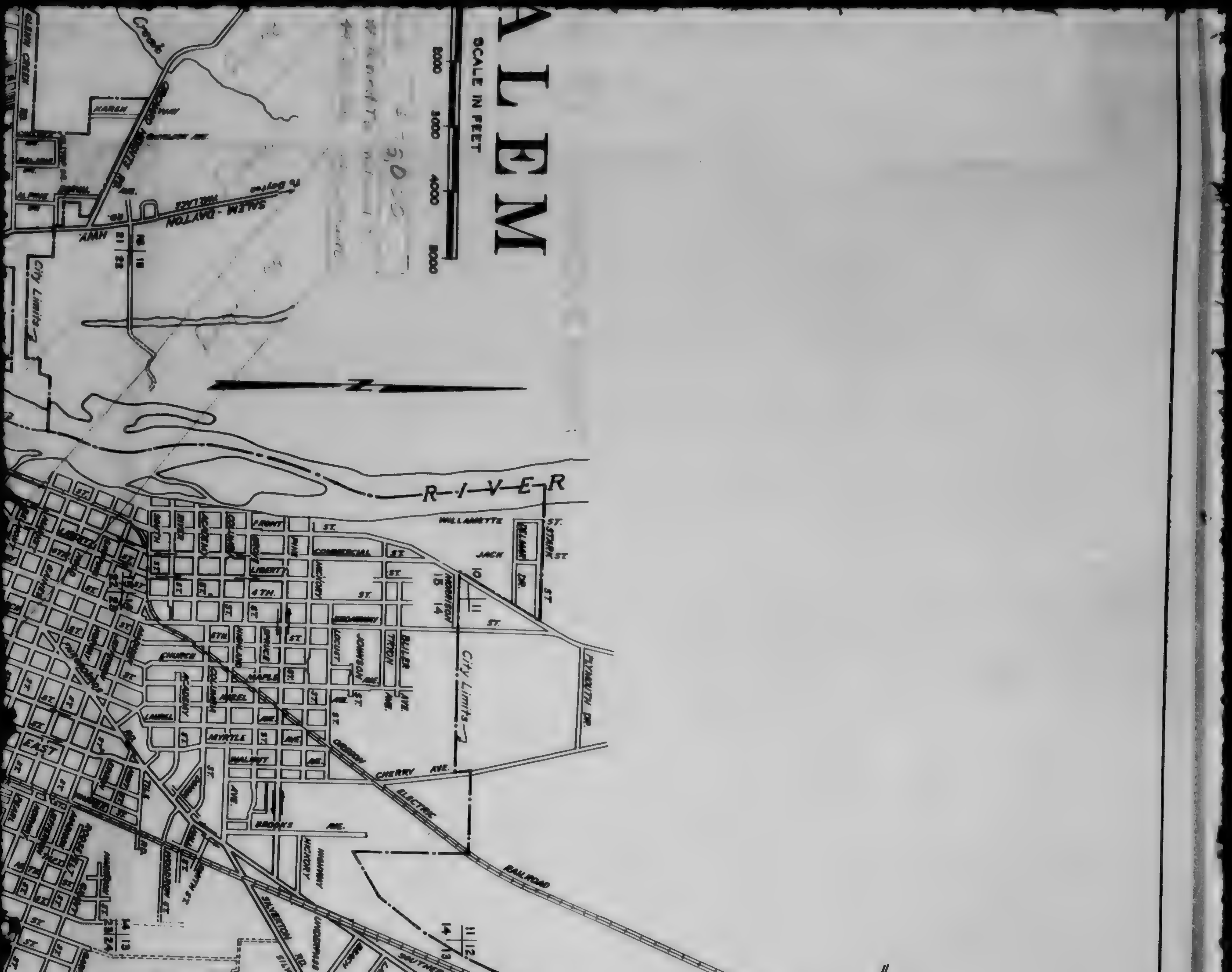
It is our opinion that the widening of State Street at an estimated cost of $76,000 with the prohibition of parking between 17th Street and the city limits is the more desirable plan, and we recommend it. We will appreciate being advised of your thoughts in this matter after you have had time to analyze our studies. We have necessary maps in this office that your engineering department might wish to study before you advise us further in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me RHB:me

cc Mr. W. C. Williams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COMMERCIAL
LIBERTY
4TH.
BROADWAY
CHURCH
MAPLE
MYRTLE
WALNUT
CHERRY AVE.
BROOKS AVE.
OREGON ELECTRIC RAILROAD
SOUTHERN PACIFIC RAILROAD
To Portland
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STATE FAIR GROUNDS
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DUNCAN AVE.
ABRAMS AVE.
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HAROLD
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DYKSTRA DR.
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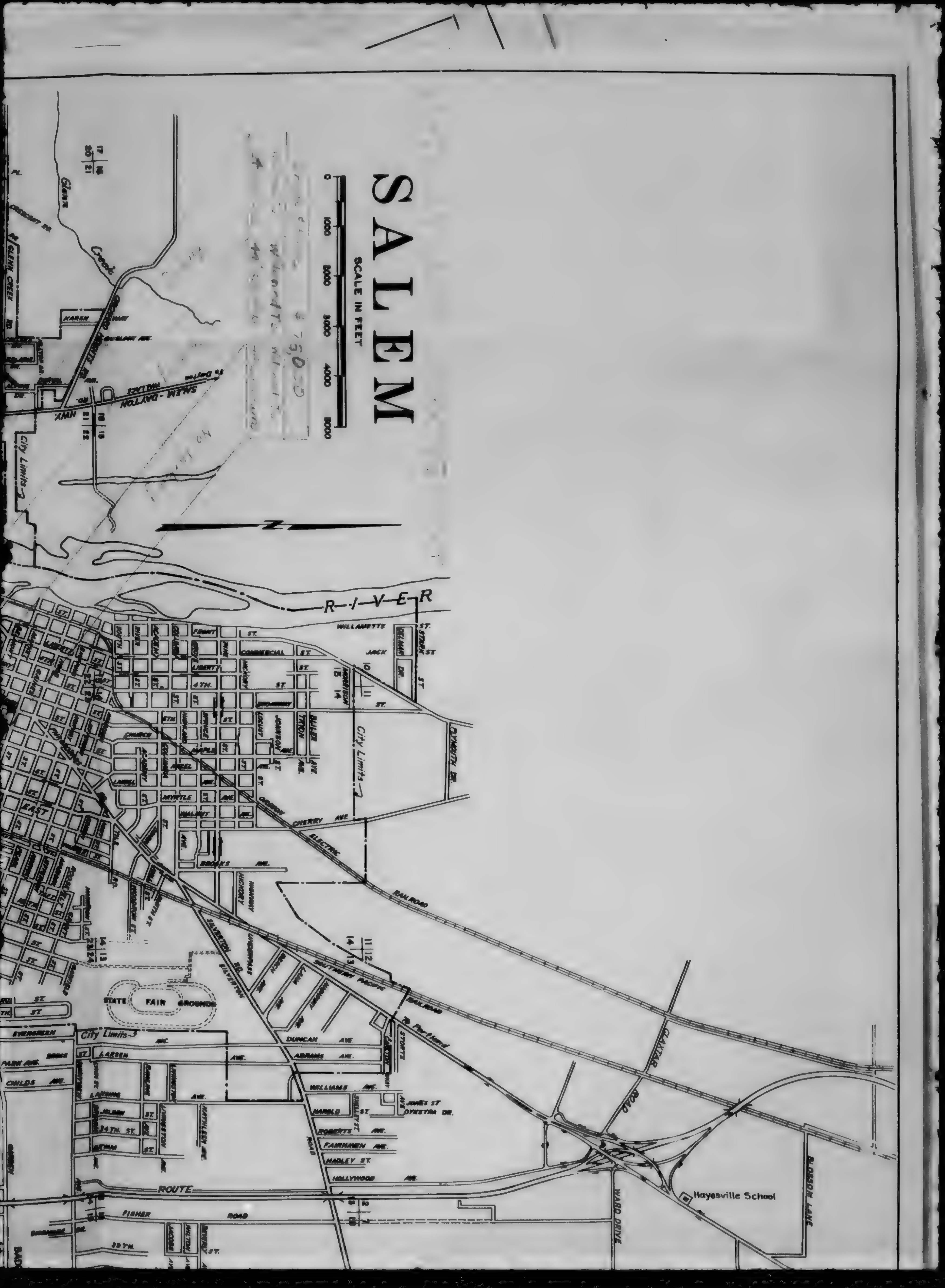
FAIRHAVEN AVE.
HADLEY ST.
HOLLYWOOD AVE.
ROUTE
FISHER ROAD
LANCASTER DRIVE
HOLLYWOOD DRIVE
To Silverton
CLAXTAR ROAD
WARD DRIVE
BLOSSOM LANE
Hayesville School
PLYMOUTH DR.
BADGER CORNER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CRESCENT DR.
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OVERLOOK AVE.
ALPINE DR.
WILLAMETTE ST.
FRONT ST.
COMMERCIAL ST.
LIBERTY
BROADWAY
JACK ST.
STARK ST.
DELMAR DR.
CHURCH
MAPLE
HAZEL
MYRTLE AVE.
WALNUT AVE.
CHERRY AVE.
BROOKS AVE.
PLYMOUTH DR.
OREGON ELECTRIC RAILROAD
SOUTHERN PACIFIC RAILROAD
To Portland
STATE FAIR GROUNDS
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CHILDS AVE.
LARSEN AVE.
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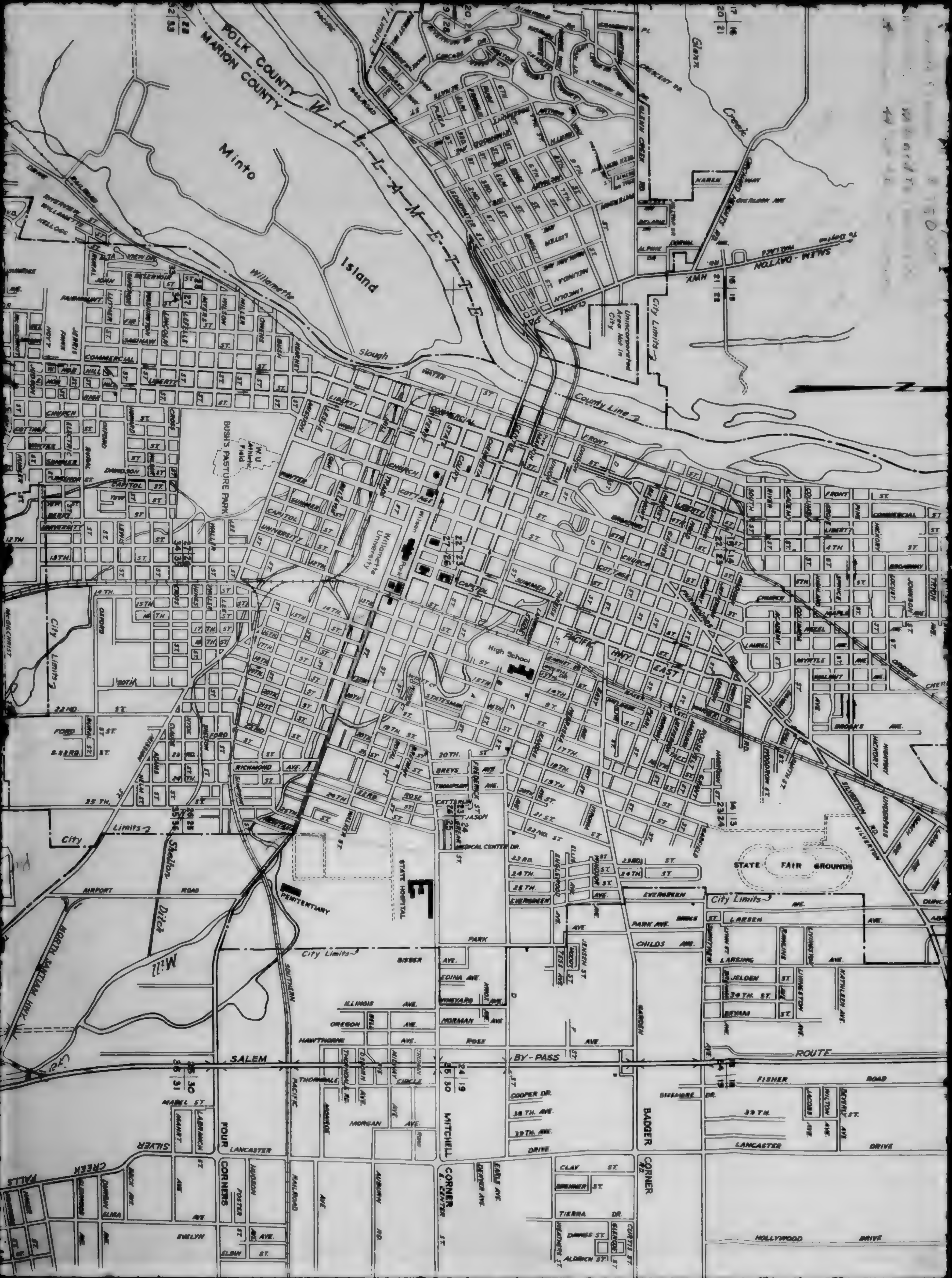
WILLIAMS AVE.
JONES ST
DYKSTRA DR.
HAROLD
ROBERTS AVE.
FAIRHAVEN AVE.
HADLEY ST.
HOLLYWOOD AVE.
ROUTE
FISHER ROAD
WARD DRIVE
BLOSSOM LANE
Hayesville School


POLK COUNTY
MARION COUNTY
W I L L A M E T T E
Minto
Island
Willamette
Slough
County Line
City Limits
Unincorporated Area Not in City
Glenn Creek
GLENN CREEK RD.
CRESCENT DR.
KAREN
OVERLOOK AVE.
WALLACE
SALEM - DAYTON
To Dayton
HWY
EDGEWATER ST.
LINCOLN
MELINDA
LISTER
RAILROAD
CASCADE
KINGWOOD
RIVERVIEW ST.
WILLAMETTE
KELLOGG
ELLA
VIEW DR.
RESERVOIR
JOHN
PARAMOUNT
LUTHER
FIR
SAGINAW
LEFELLE
MYERS
WILSON
MILLER
OWENS
BUSH
COMMERCIAL
LIBERTY
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CHURCH
COTTAGE
ELECTRIC
WINTER
SUMMER
DAWSON
CAPITOL
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UNIVERSITY
12TH
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22ND.
FORD
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25TH.
MCGILCHRIST
WATER
FRONT
MISSION
LESLIE
TRADE
STATE
COURT
CHEMEKETA
CENTER
MARION
UNION
D
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BROADWAY
BELLEVUE
BUSH'S PASTURE PARK
W.U. Athletic Field
Willamette University
Wilson Park
High School
PACIFIC HWY. EAST
SOUTH RIVER
ACADEMY
COLUMBIA
GROVE
4TH
HICKORY
JOHNSON
TRYON
LOCUST
HAZEL
MAPLE
LAUREL
MYRTLE
WALNUT
BROOKS AVE.
HIGHWAY
UNDERPASS
SILVERTON RD.
OREGON
DUNCAN
ABA
CHERRY
RICHMOND AVE.
BREYS
THOMPSON
FREDERICK ST.
ROSE
CATTERLIN
JASON
MEDICAL CENTER DR.
STATE HOSPITAL
PENITENTIARY
STATE FAIR GROUNDS
23RD.
24TH.
25TH.
EVERGREEN
PARK AVE.
CHILDS AVE.
LARSEN
LANSING
JELDEN
34 TH. ST.
BEVAN
LIVINGSTON
KATHLEEN AVE.
GARDEN
AIRPORT ROAD
Shelton Ditch
Mill
NORTH SANTIAM HWY.
SOUTHERN PACIFIC
City Limits
BIEBER AVE.
EDINA AVE.
VINEYARD
ILLINOIS AVE.
OREGON AVE.
NORMAN
HAWTHORNE AVE.
ROSE AVE.
SALEM BY-PASS ROUTE
THORNDALE
CIRCLE
FISHER ROAD
SIESMORE DR.
COOPER DR.
38 TH. AVE.
39 TH. AVE.
39 TH.
MABEL ST.
LABRANCH
LANCASTER DRIVE
SILVER CREEK FALLS
FOUR CORNERS
MITCHELL CORNER
BADGER CORNER
MORGAN AVE.
ELMA AVE.
EVELYN
ELBIN ST.
CLAY ST.
BRENNER ST.
TIERRA DR.
DAWES ST.
ALDRICH ST.
CURTIS ST.
AUBURN RD.
RAILROAD
HOLLYWOOD DRIVE
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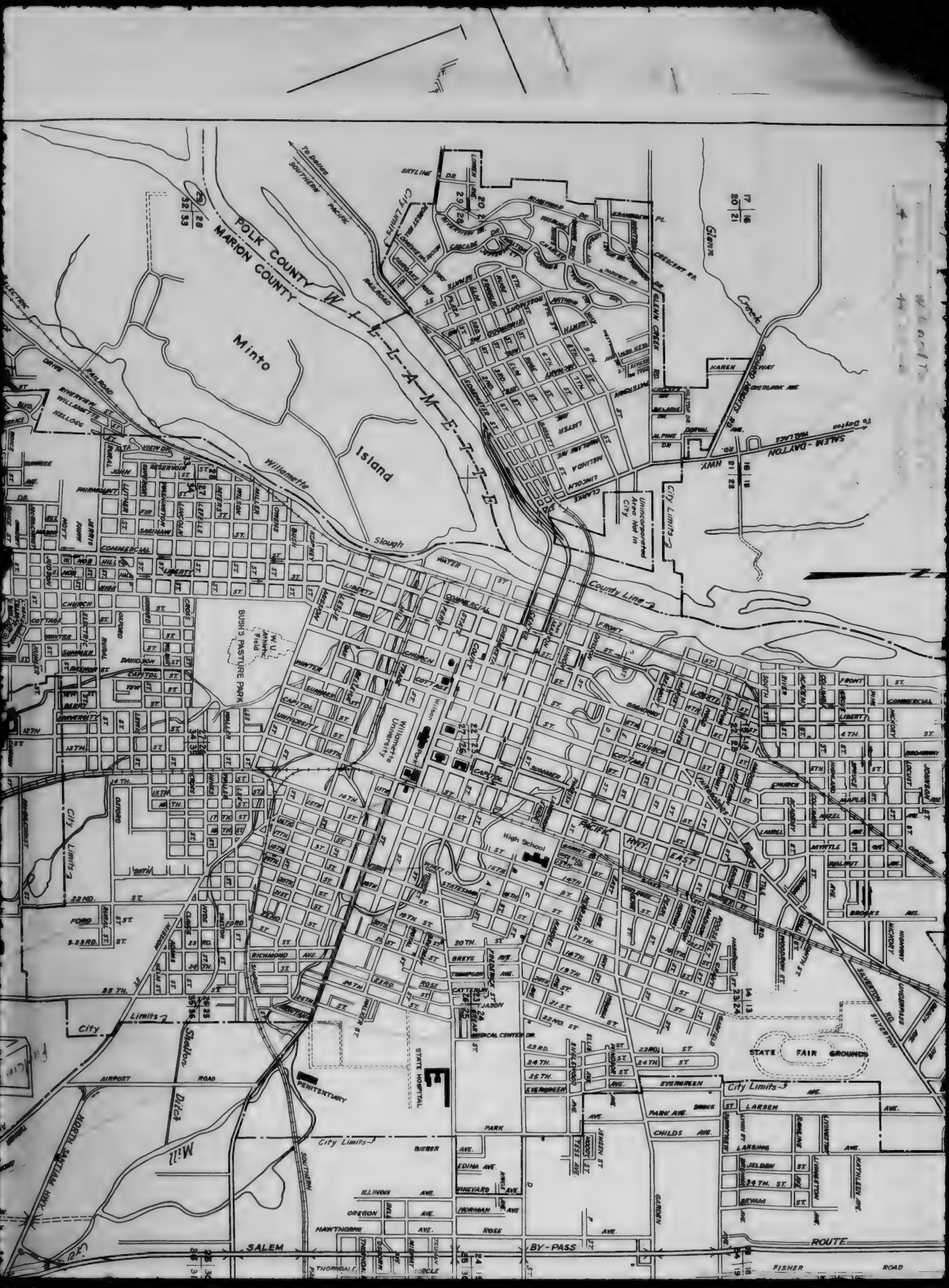
POLK COUNTY
MARION COUNTY
W I L L A M E T T E
Minto
Island
Willamette
Slough
County Line
To Dallas
SOUTHERN PACIFIC
City Limits
RAILROAD
SKYLINE DR.
CASCADE DR.
GLENN CREEK RD.
Glenn Creek
CRESCENT DR.
KAREN WAY
SALEM-DAYTON HWY
To Dayton
WALLACE RD.
Unincorporated Area Not in City
EDGEWATER ST.
LINCOLN
WATER ST.
FRONT
COMMERCIAL
LIBERTY
HIGH
CHURCH
COTTAGE
WINTER
SUMMER
CAPITOL ST.
UNIVERSITY
12TH
13TH
14TH
15TH
17TH
18TH
20TH
22ND. ST.
S. 23RD. ST.
25TH. ST.
MISSION
LESLIE
TRADE
STATE
COURT
CENTER
MARION
UNION
CHEMEKETA
DIVISION
BROADWAY
ELECTRIC
SUNNYSIDE AVE.
FAIRMOUNT
JOHN
RESERVOIR
LUTHER
WASHINGTON
LINCOLN
MYERS
WILSON
MILLER
OWENS
BUSH
McGILCHRIST
SAGINAW
KELLOGG
RIVERVIEW
WILLAMETTE ST.
ALTA VIEW DR.
DRIVE
ELECTRIC
RAILROAD
W.U. Athletic Field
BUSH'S PASTURE PARK
Willamette University
Wilson Park
High School
PACIFIC HWY. EAST
FAIRGROUNDS RD.
STATESMAN
RICHMOND AVE.
BREYS AVE.
THOMPSON AVE.
ROSE
MEDICAL CENTER DR.
STATE HOSPITAL
PENITENTIARY
City Limits
Shelton
Ditch
Mill
Creek
AIRPORT ROAD
NORTH SANTIAM HWY
SOUTHERN PACIFIC
23RD ST.
24TH ST.
25TH
EVERGREEN AVE.
PARK AVE.
LARSEN AVE.
CHILDS AVE.
LANSING AVE.
JELDEN ST.
BEVAN ST.
KATHLEEN AVE.
LIVINGSTON
STATE FAIR GROUNDS
SILVERTON RD.
UNDERPASS
HIGHWAY
BROOKS AVE.
MYRTLE
LAUREL
HAZEL
MAPLE
WALNUT
LOCUST
JOHNSON
HICKORY
ACADEMY
SOUTH RIVER
CHURCH
BISBER AVE.
EDINA AVE.
ILLINOIS AVE.
VINEYARD AVE.
NORMAN AVE.
OREGON AVE.
HAWTHORNE AVE.
ROSE AVE.
JENSEN ST.
GARDEN
SALEM BY-PASS ROUTE
THORNDALE
CIRCLE
FISHER ROAD
PARK
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C
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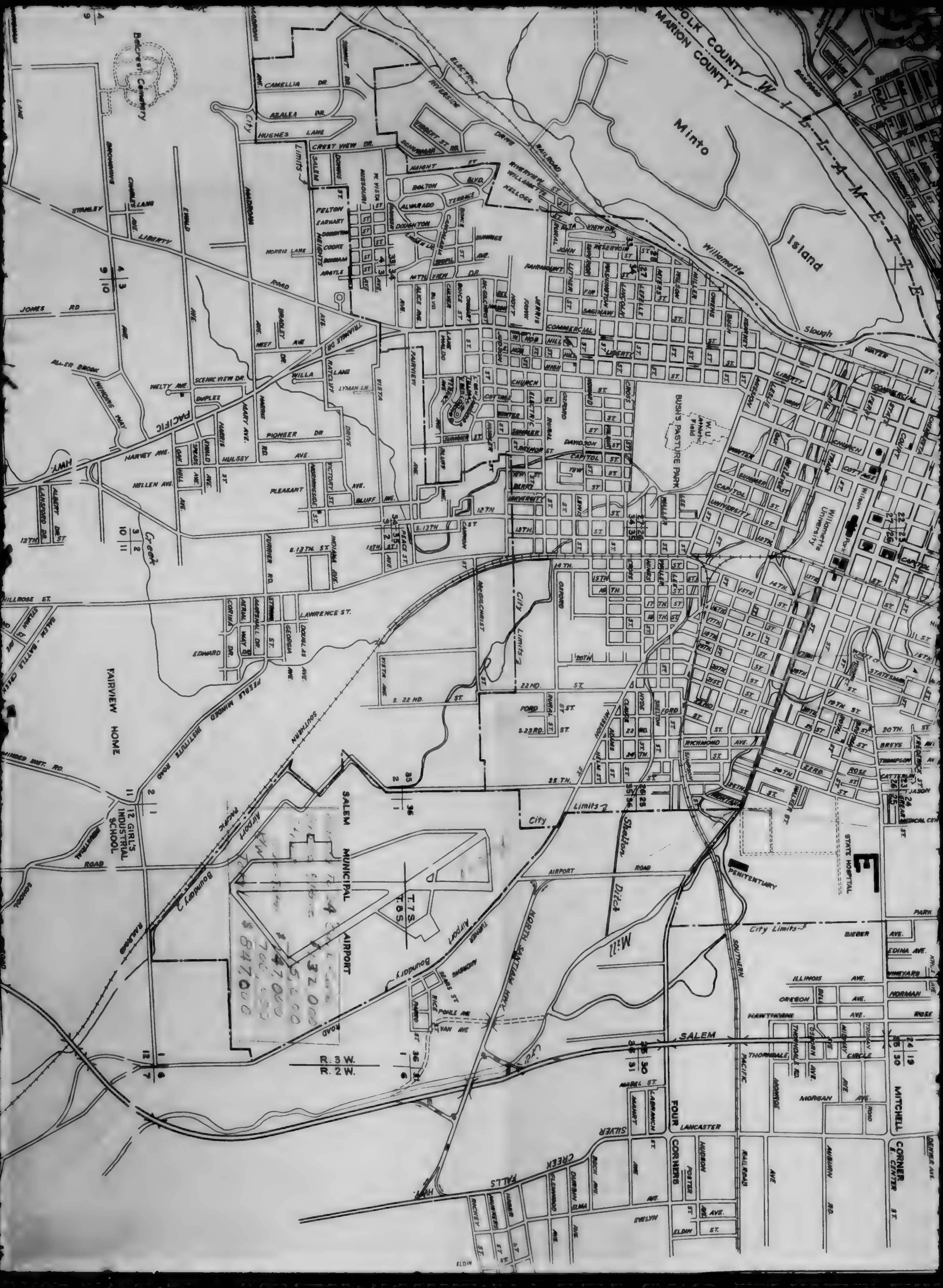
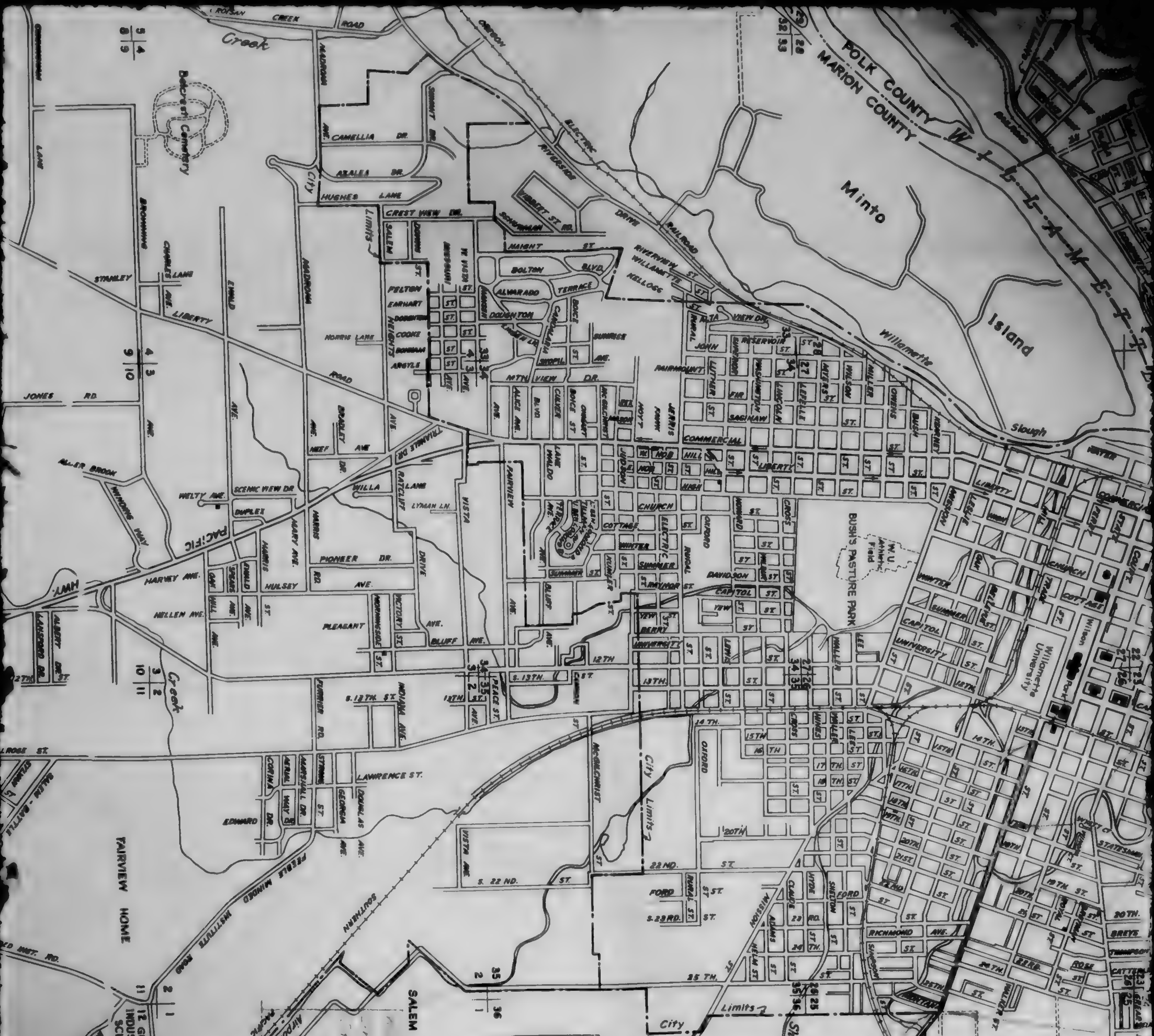
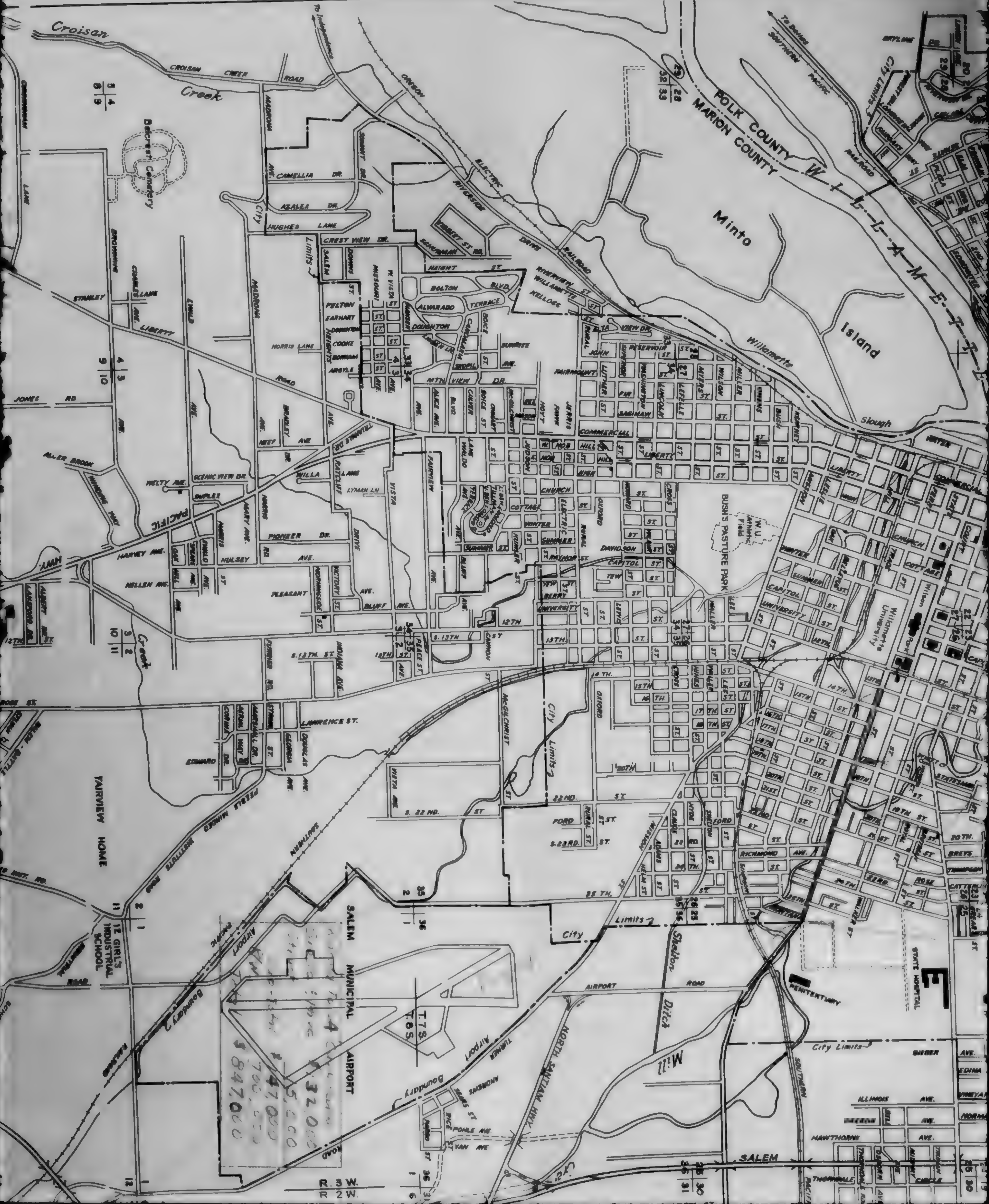
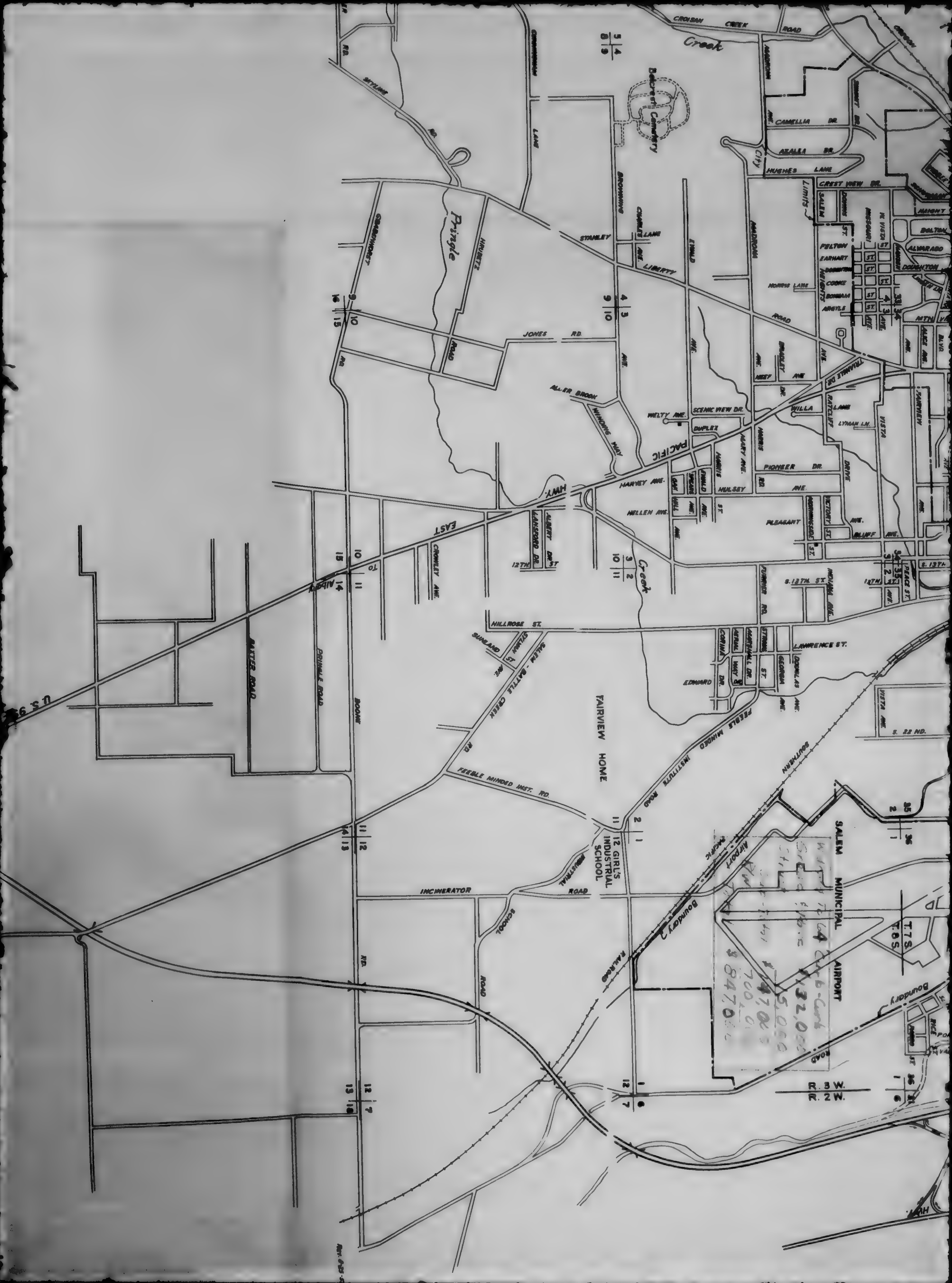


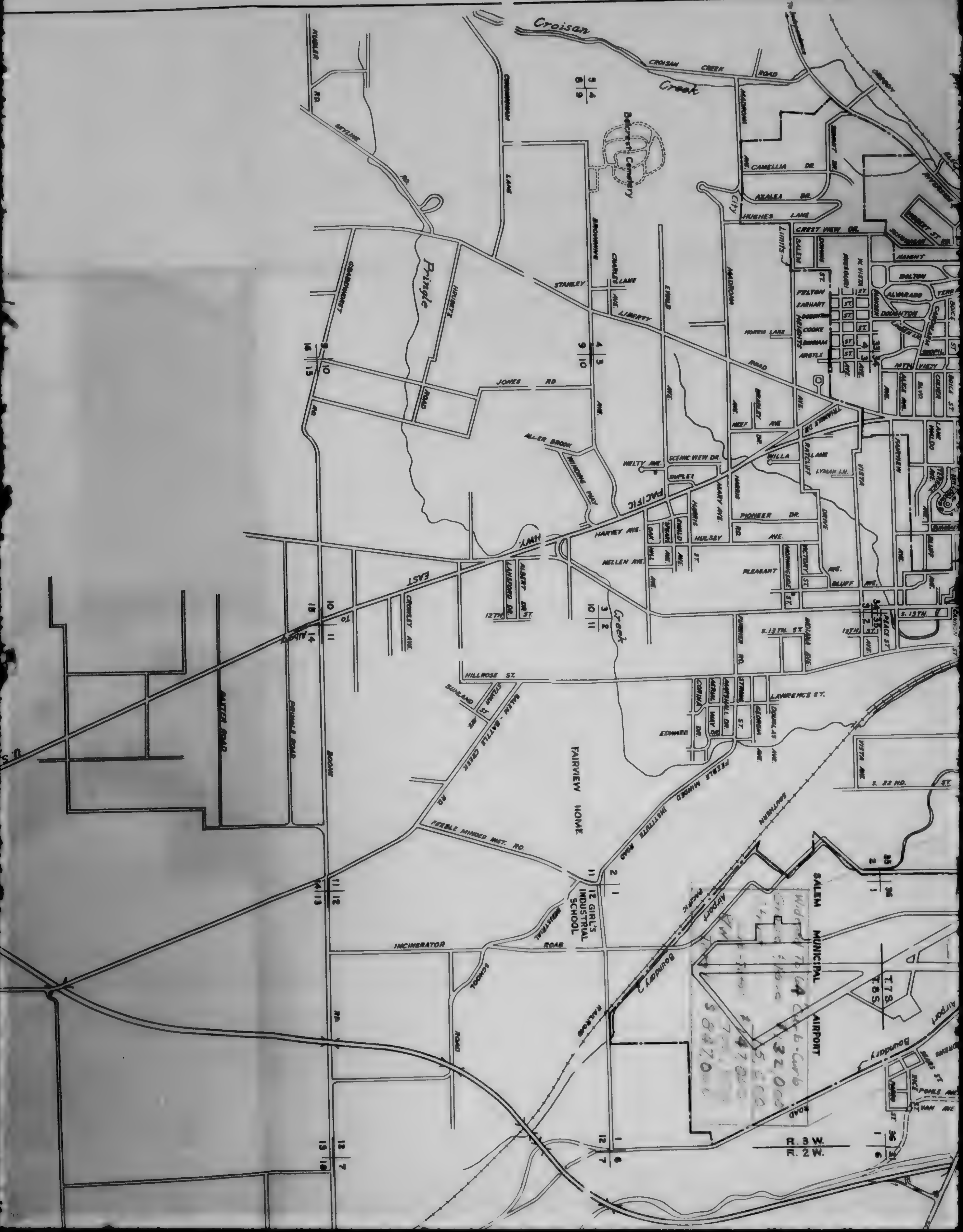
4
32,000
52,000
47,000
700,000
$847,000


POLK COUNTY
MARION COUNTY
WILLAMETTE
Minto
Island
Slough
Willamette
Belcrest Cemetery
Creek
City Limits
SALEM HEIGHTS
CAMELLIA DR.
AZALEA DR.
HUGHES LANE
CREST VIEW DR.
RIVERSIDE DRIVE
ELECTRIC RAILROAD
LIBERTY ROAD
STANLEY
JONES RD.
PACIFIC HWY.
TRIANGLE DR.
SCENIC VIEW DR.
PIONEER DR.
HARVEY AVE.
HULSEY AVE.
HELLEN AVE.
PLEASANT
BLUFF AVE.
LAWRENCE ST.
EDWARD DR.
FAIRVIEW HOME
FEEBLE MINDED INSTITUTE ROAD
SOUTHERN
12 GIRL'S INDUSTRIAL SCHOOL
COMMERCIAL
CHURCH
LIBERTY
COTTAGE
WINTER
SUMMER
CAPITOL ST.
UNIVERSITY ST.
12TH
13TH
14TH
BUSH'S PASTURE PARK
W.U. Athletic Field
Willamette University
Wilson Park
MISSION
22ND.
S. 22ND. ST.
25TH. ST.
FORD
RICHMOND AVE.
OXFORD
SALEM MUNICIPAL AIRPORT
Airport Boundary
T.7S.
T.8S.
R.3W.
R.2W.
AIRPORT ROAD
TURNER ROAD
NORTH SANTIAM HWY.
Shelton Ditch
Mill Creek
PENITENTIARY
STATE HOSPITAL
City Limits
ILLINOIS AVE.
OREGON AVE.
HAWTHORNE AVE.
SALEM
PACIFIC
LANCASTER
FOUR CORNERS
SILVER CREEK FALLS HWY.
MITCHELL CORNER & CENTER ST.
ELMA
EVELYN
ELDIN ST.
$32,000
5,000
$47,000
700,000
$847,000



$ 32,000
5,000
$ 47,000
700,000
$847,000


CROISAN CREEK ROAD
Creek
Belcrest Cemetery
City Limits
CAMELLIA DR.
AZALEA DR.
HUGHES LANE
CREST VIEW DR.
SKYLINE RD.
PRINGLE RD.
Pringle
STANLEY
LIBERTY ROAD
CHARLIE LANE
BROWNING AVE.
ELVIRA AVE.
MADRONA AVE.
NORRIS LANE
PELTON
EARHART
COOKE
ARGYLE
MISSOURI
ALVARADO
BOLTON
DOUGHTON
JONES RD.
ALLER BROOK
WINDING WAY
WELTY AVE.
SCENIC VIEW DR.
DUPLEX
TRIANGLE DR.
WILLA
RATCLIFF
LYMAN LN.
MEEF AVE.
BRADLEY AVE.
PIONEER DR.
FAIRVIEW
VISTA
PACIFIC
HWY.
EAST
HARVEY AVE.
HELLEN AVE.
HULSEY AVE.
PLEASANT
BLUFF AVE.
12TH
ALBERT DR.
LANSFORD DR.
CROWLEY AVE.
Creek
S. 12TH ST.
S. 13TH
PEACE ST.
MOHAWK AVE.
FURMAN RD.
HILLROSE ST.
LAWRENCE ST.
EDWARD DR.
GEORGIA AVE.
SUNLAND
SALEM BATTLE CREEK RD.
FAIRVIEW HOME
FEEBLE MINDED INSTITUTE ROAD
FEEBLE MINDED INST. RD.
BATES ROAD
PRINGLE ROAD
BOONE RD.
Albany
U.S. 99E
GIRL'S INDUSTRIAL SCHOOL
INDUSTRIAL
INCINERATOR ROAD
SCHOOL ROAD
SOUTHERN PACIFIC RAILROAD
Airport Boundary
SALEM MUNICIPAL AIRPORT
VISTA AVE.
S. 22 ND.
T.7S.
T.8S.
Boundary
R. 3 W.
R. 2 W.
HWY.
4 Curb-Curb
$132,000
15,000
$147,000
700,000
$847,000


Croisan Creek
CROISAN CREEK ROAD
To Independence
Belcrest Cemetery
City Limits
KUEBLER RD.
SKYLINE RD.
CUNNINGHAM LANE
BROWNING AVE.
CHARLES LANE
STANLEY
LIBERTY ROAD
MADRONA AVE.
CAMELLIA DR.
AZALEA DR.
HUGHES LANE
CREST VIEW DR.
HAIGHT
BOLTON
ALVARADO
FELTON
EARHART
DOUGHTON
COOKE
BONHAM
ARGYLE
NORRIS LANE
Pringle
HRUBETZ ROAD
JONES RD.
ALLER BROOK
WINDING WAY
WELTY AVE.
SCENIC VIEW DR.
DUPLEX
WILLA LANE
LYMAN LN.
NEEF AVE
BRADLEY DR.
TRIANGLE DR.
VISTA
FAIRVIEW
PIONEER DR.
PACIFIC HWY. EAST
To Albany
HARVEY AVE.
HULSEY AVE.
MELLEN AVE.
PLEASANT
BLUFF AVE.
VICTORY
MCGILCHRIST ST.
LANSFORD DR.
ALBERT DR.
12TH. ST.
CROWLEY AVE.
S. 13TH.
S. 12TH. ST.
12TH ST.
PEACE ST.
TURNER RD.
INDIANA AVE.
HILLROSE ST.
SUNLAND ST.
SALEM - BATTLE CREEK RD.
LAWRENCE ST.
CORINA DR.
MARSHALL DR.
STRONG ST.
GEORGIA AVE.
DOUGLAS AVE.
EDWARDS DR.
FEEBLE MINDED INSTITUTE ROAD
FEEBLE MINDED INST. RD.
FAIRVIEW HOME
VISTA AVE.
S. 22 ND. ST.
SOUTHERN PACIFIC RAILROAD
BOONE RD.
BATTER ROAD
DERBY ROAD
12 GIRL'S INDUSTRIAL SCHOOL
INCINERATOR ROAD
SCHOOL ROAD
SALEM MUNICIPAL AIRPORT
Airport Boundary
T.7S.
T.8S.
R. 3 W.
R. 2 W.
PRINGLE
POHLE AVE.
VAN AVE.
ROAD
U.S.
Creek
5 4
8 9
9 10
16 15
4 3
9 10
33 34
4 3
10
15 14
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10 11
34 35
3 2
35 36
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11 12
14 13
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12 7
13 18
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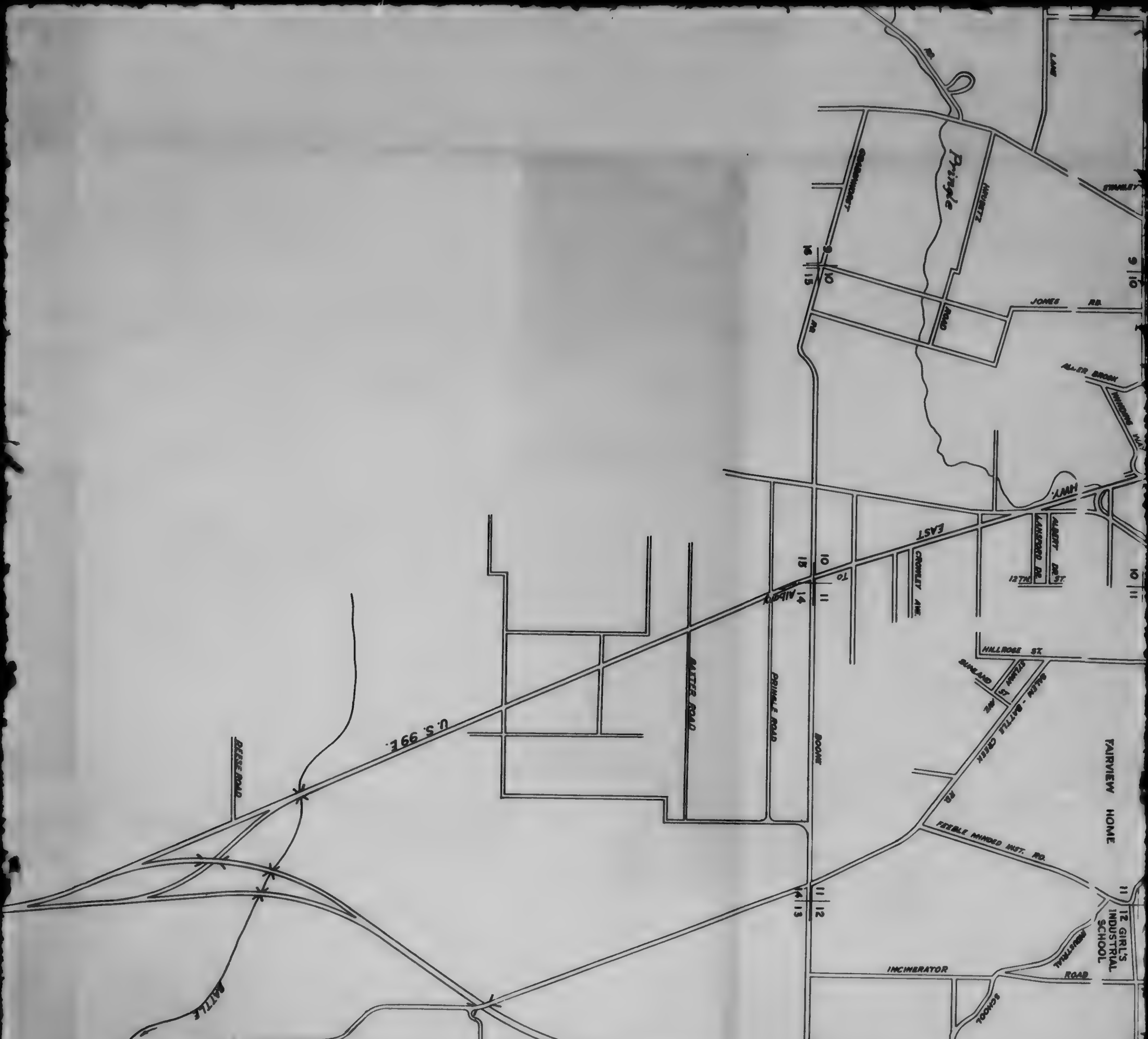
7 6
1 36
6 31
Widened to 64' Curb-Curb
$32,000
$15,000
$47,000
$847,0


RD.
LANE
Pringle
HURSTS
STANLEY
14
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JONES RD.
ROAD
RD.
ALLER BROOK
WINDING WAY
HWY.
EAST
TO
ALBANY
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CROWLEY AVE.
LANFORD DR.
ALBERT DR.
12TH ST.
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HILLROSE ST.
SUNLAND AVE.
ST.
SALEM - BATTLE CREEK RD.
U. S. 99E.
BATTER ROAD
PRINGLE ROAD
BOONE RD.
REESE ROAD
FAIRVIEW HOME
FEEBLE MINDED INST. RD.
11
12 GIRL'S INDUSTRIAL SCHOOL
INDUSTRIAL
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INCINERATOR ROAD
SCHOOL ROAD
BATTLE CREEK
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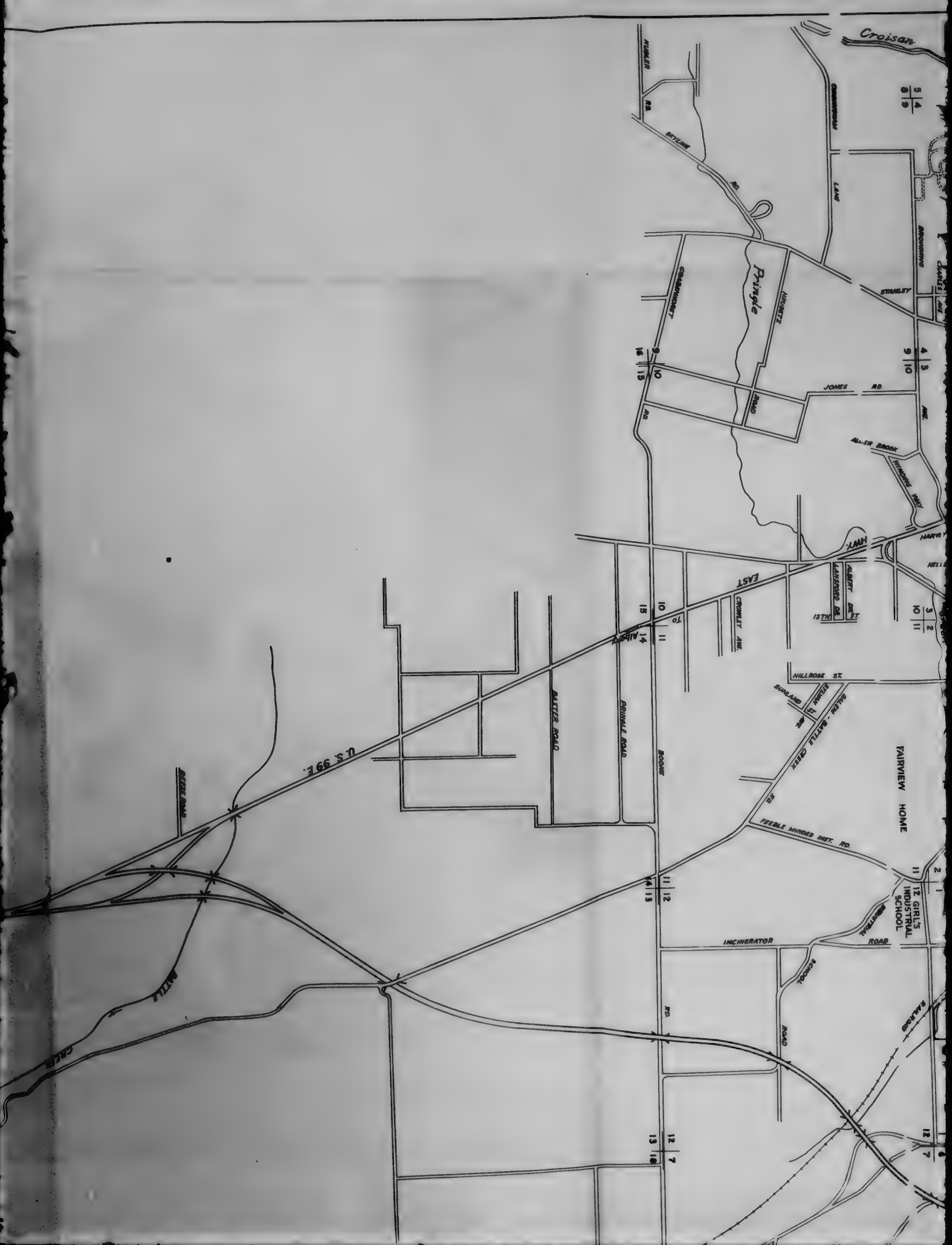
RAILROAD
Rev 8-25-52


Croisan
HUBLER RD.
SKYLINE RD.
CUNNINGHAM LANE
BROWNING AVE.
CHARLES AVE
STANLEY
GRABENHORST RD.
Pringle
HRUBETZ ROAD
JONES RD.
ALLER BROOK
WINDING WAY
HARVEY
HELL
EAST HWY.
LANSFORD DR.
ALBERT DR.
12TH ST.
CROWLEY AVE.
TO Albany
U.S. 99E.
BAXTER ROAD
PRINGLE ROAD
BOONE RD.
HILLROSE ST.
SUNLAND ST.
STANLEY AVE.
SALEM - BATTLE CREEK RD.
FAIRVIEW HOME
FEEBLE MINDED INST. RD.
GIRL'S INDUSTRIAL SCHOOL
INDUSTRIAL
INCINERATOR ROAD
SCHOOL ROAD
RAILROAD
BATTLE CREEK
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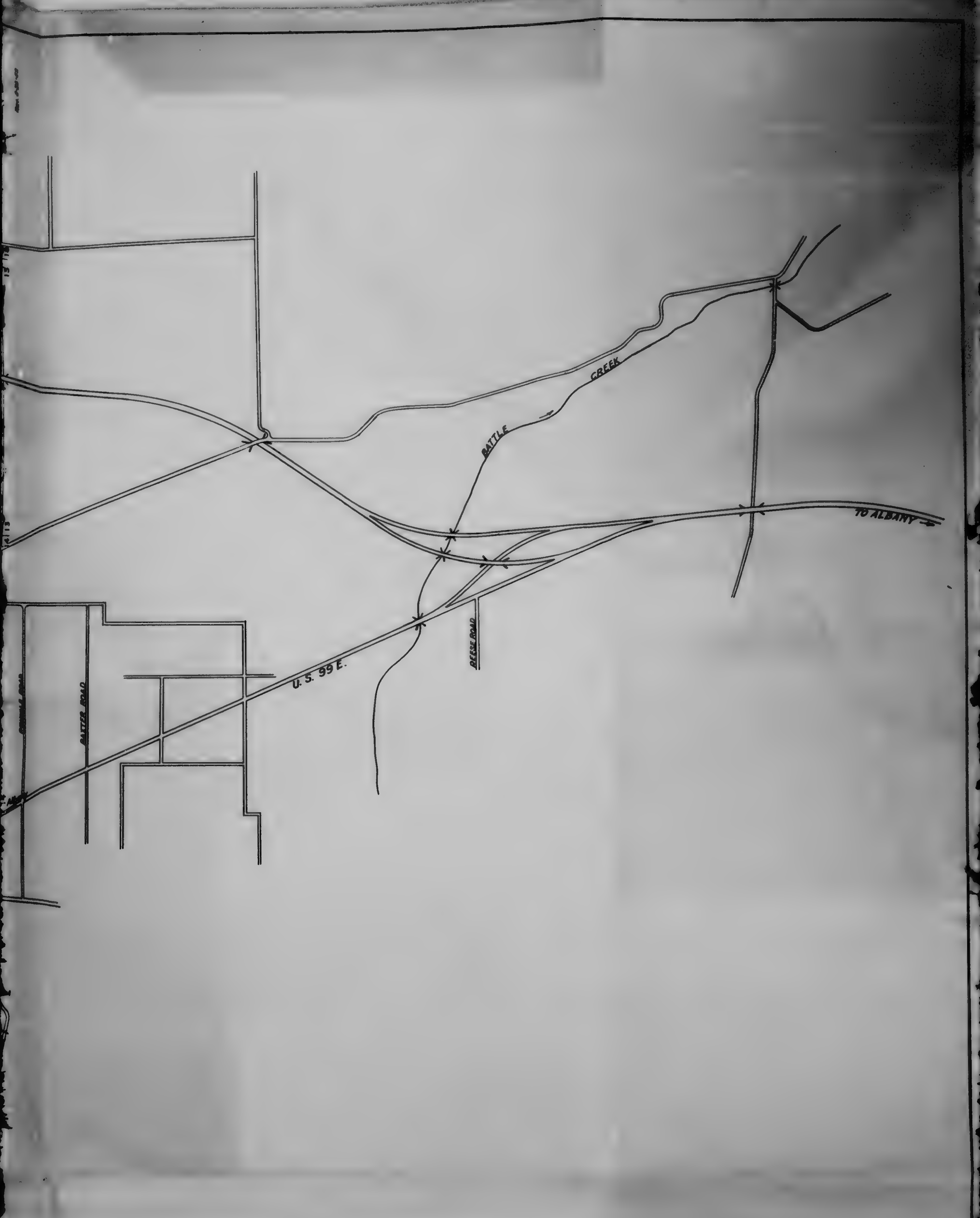
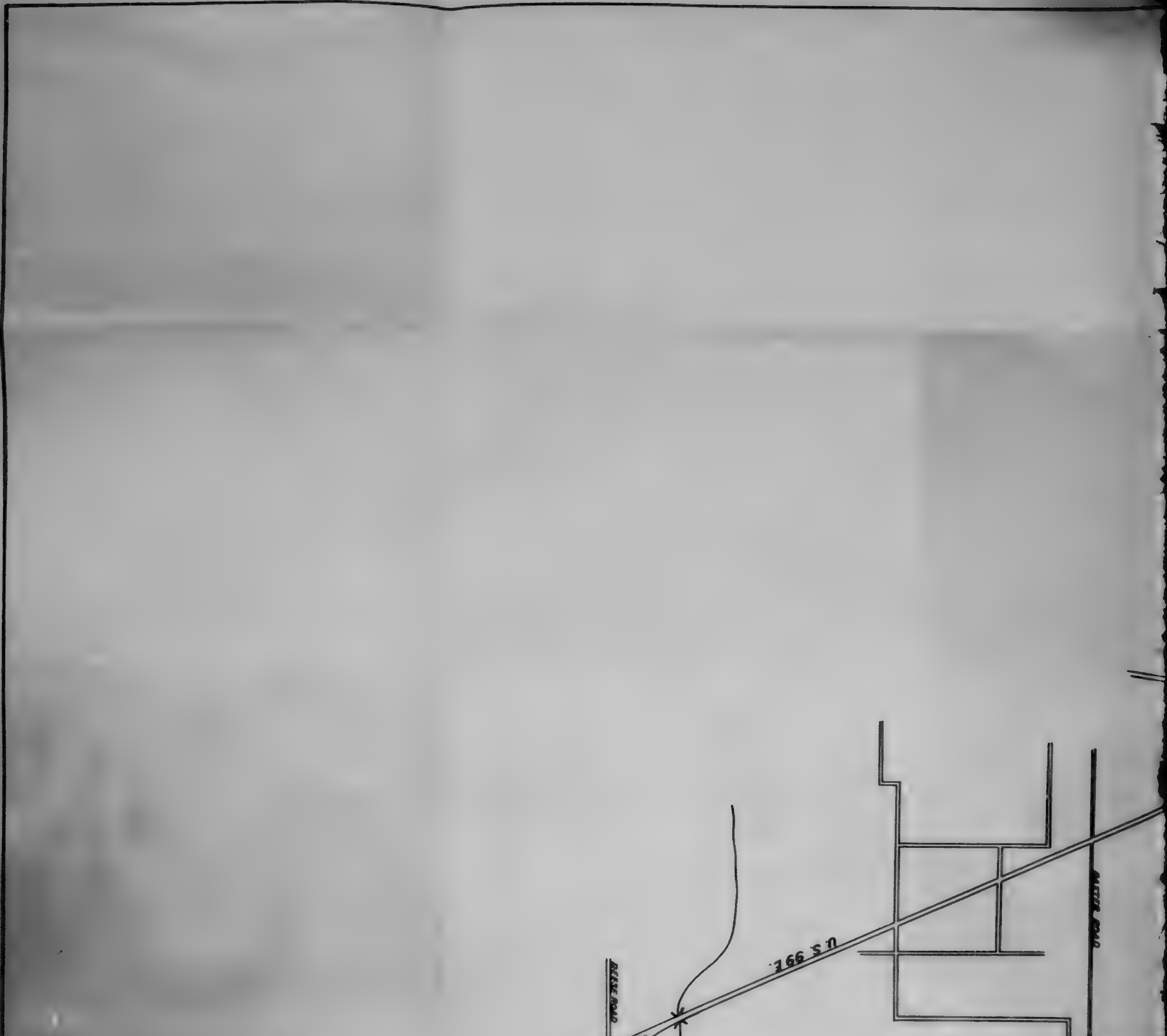
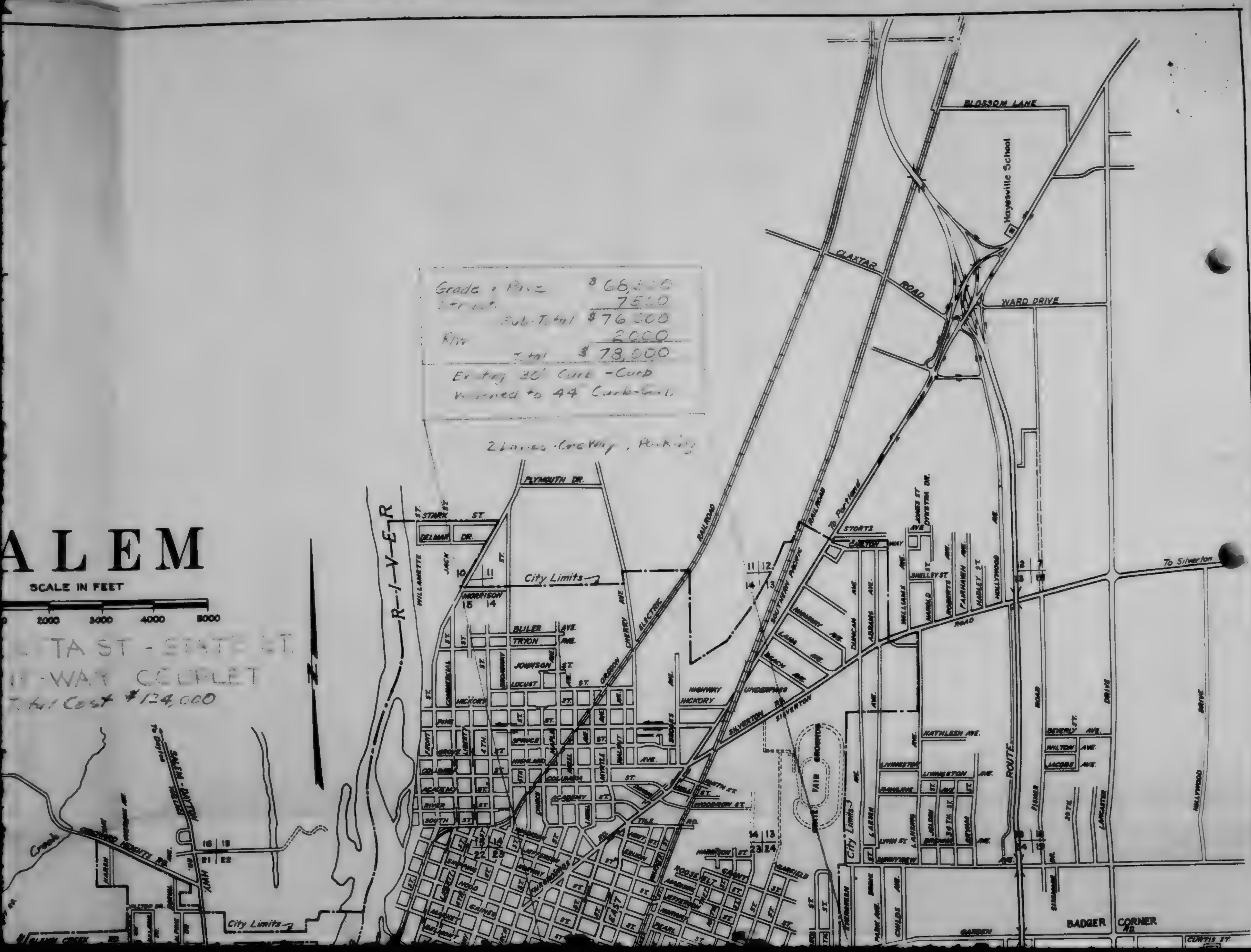

BATTLE CREEK
TO ALBANY
U.S. 99E.
BEESE ROAD
BAXTER ROAD


TO ALBANY
U.S. 99E.
BATTLE
CREEK

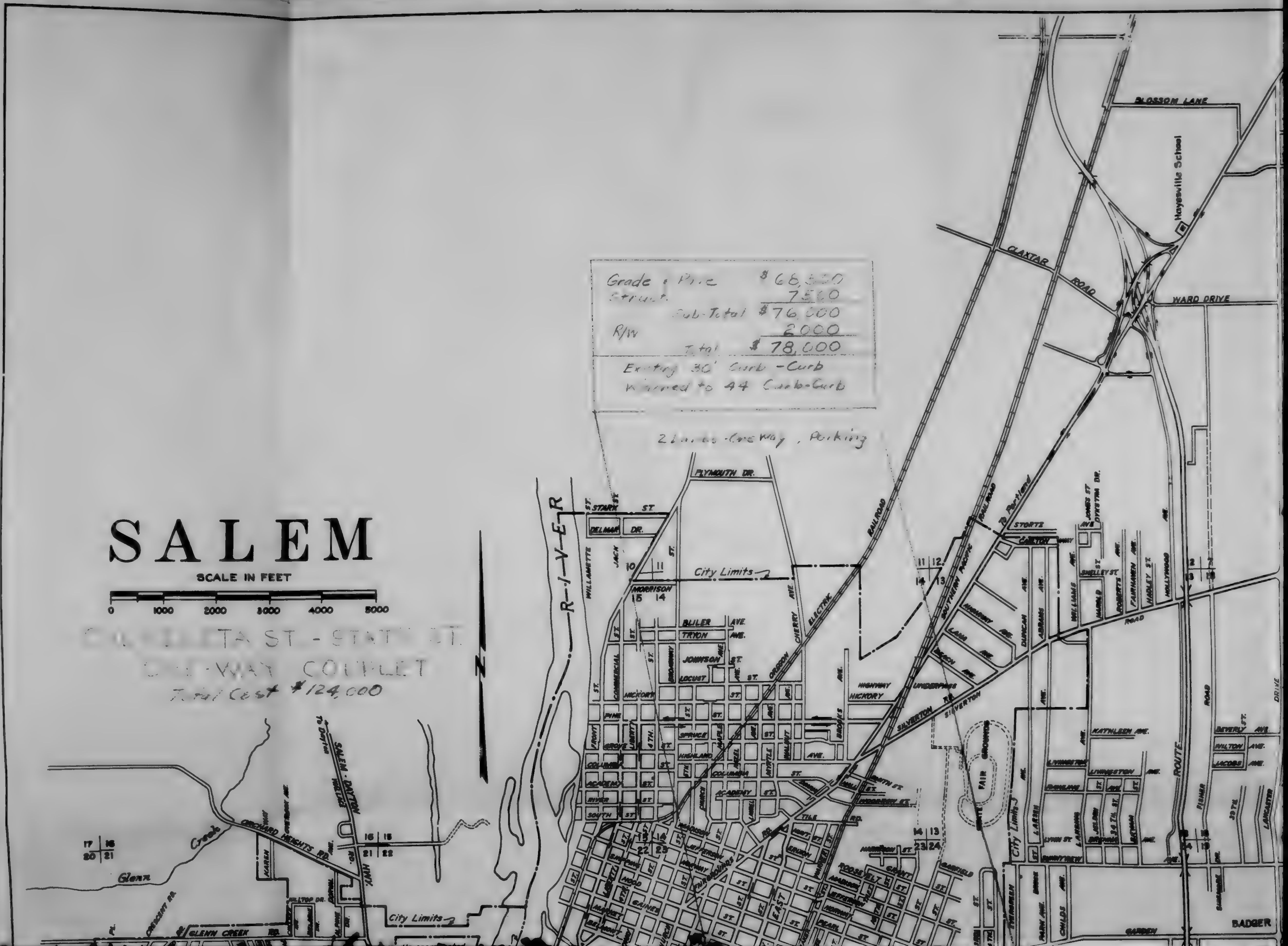


TTA ST - STATE ST
-WAY COUPLET
Total Cost $124,000

Grade & Pave	$66,500
[illegible]	7500
Sub-Total	$76,000
R/W	2000
Total	$78,000

Existing 30' Curb-Curb
Widened to 44' Curb-Curb

2 Lanes-One Way, Parking

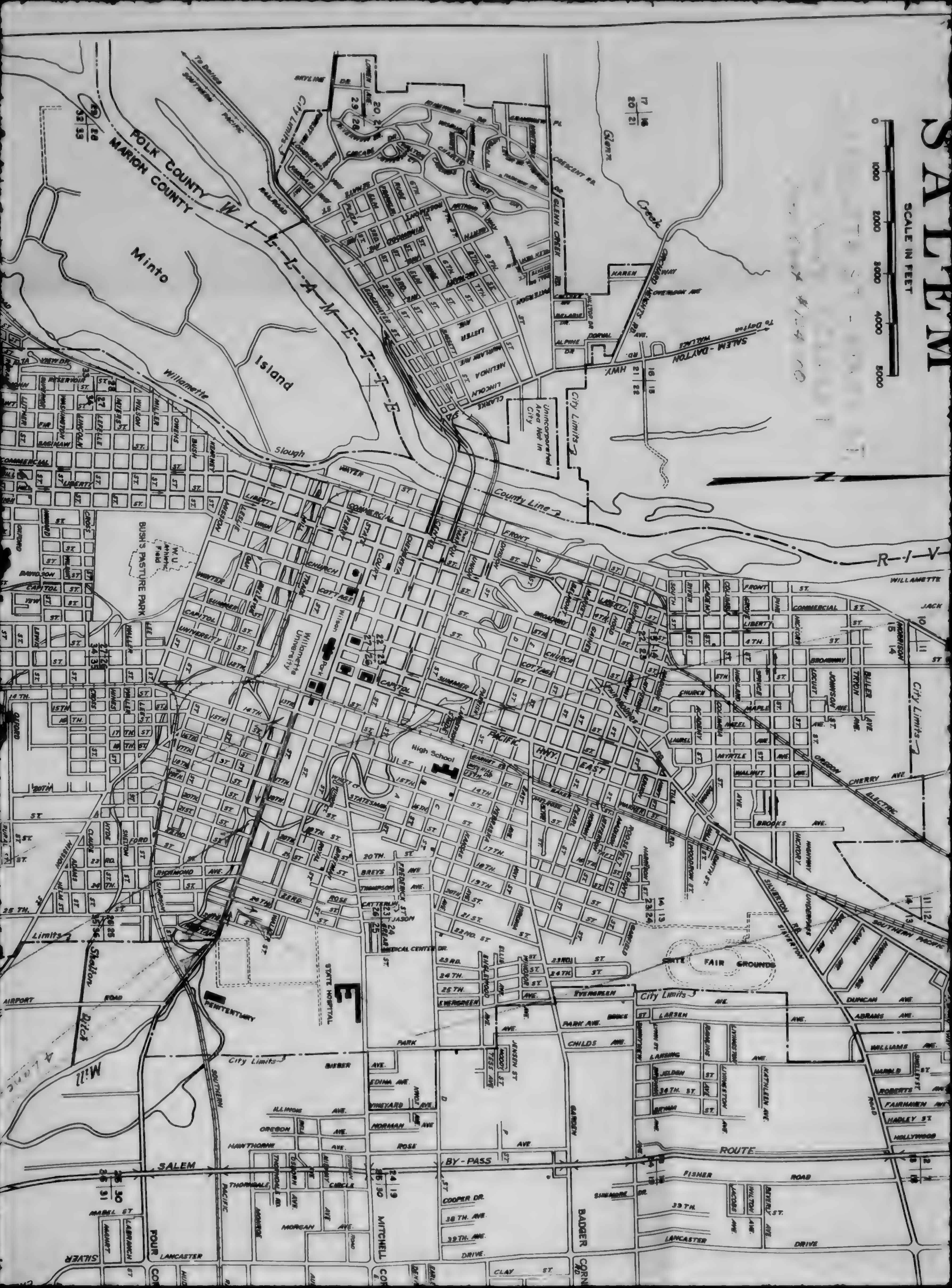


[illegible] ST. - STATE ST.
ONE-WAY COUPLET
Total Cost $124,000

Grade & Pave	$68,500
Struct.	7500
Sub-Total	$76,000
R/W	2000
Total	$78,000

Existing 30' Curb-Curb
Widened to 44 Curb-Curb

2 Lanes-One Way, Parking


SALEM
SCALE IN FEET
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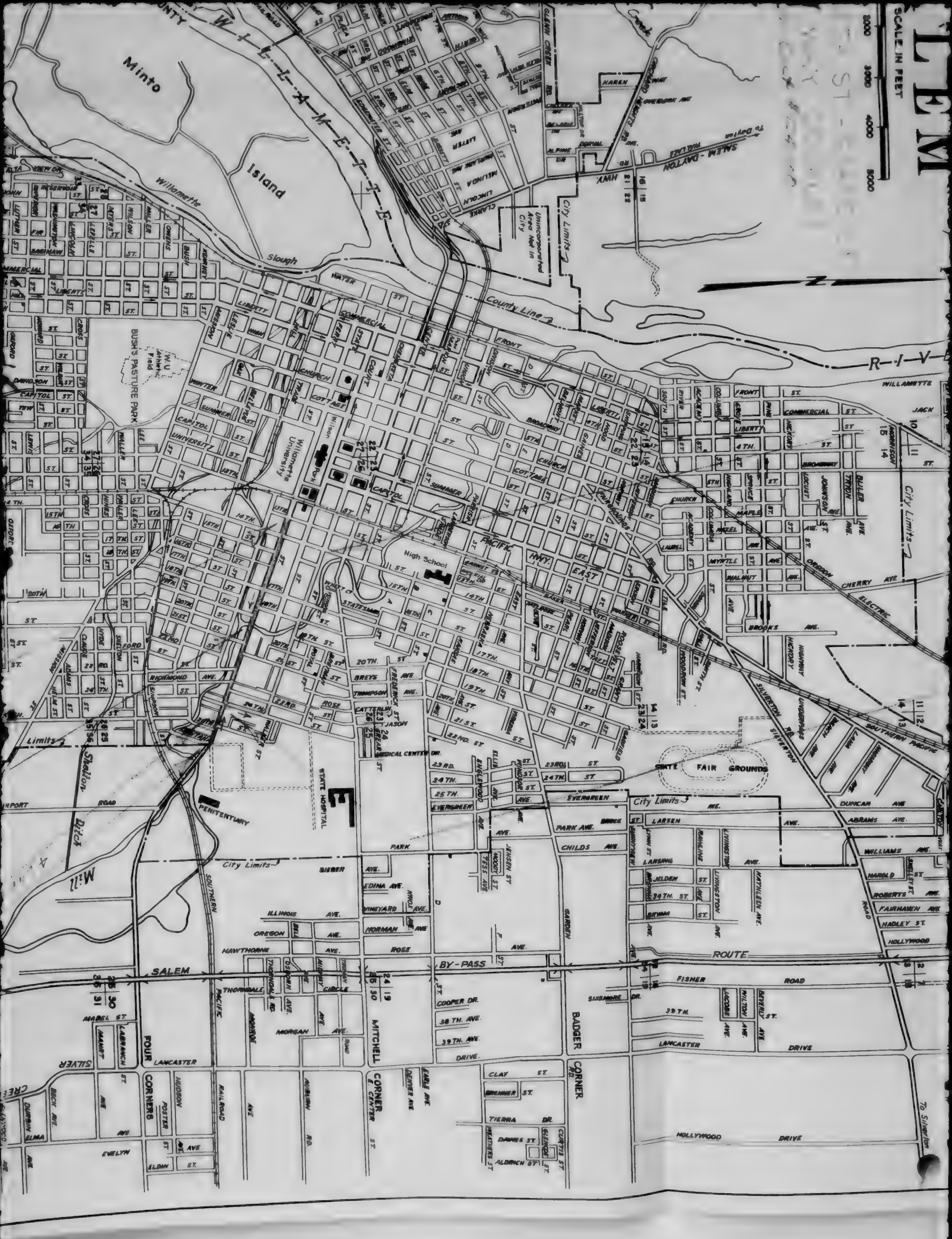
POLK COUNTY
MARION COUNTY
W I L L A M E T T E
R I V
Minto
Island
Willamette
Slough
County Line
City Limits
Unincorporated Area Not in City
To Dallas
To Dayton
SALEM-DAYTON HWY.
Glenn Creek
Willamette University
BUSH'S PASTURE PARK
W.U. Athletic Field
Wilson Park
High School
PACIFIC HWY. EAST
STATE HOSPITAL
PENITENTIARY
STATE FAIR GROUNDS
Shelton Ditch
Mill
SOUTHERN PACIFIC
OREGON ELECTRIC
SILVERTON RD.
SALEM BY-PASS ROUTE
COMMERCIAL
LIBERTY
CHURCH
COTTAGE
CAPITOL
SUMMER
WINTER
FRONT
STATE
COURT
CENTER
MARION
UNION
BROADWAY
AIRPORT ROAD
LANCASTER DRIVE
FISHER ROAD
EVERGREEN AVE.
DUNCAN AVE.
ABRAMS AVE.
CHERRY AVE.
BROOKS AVE.
MITCHELL
BADGER
FOUR CORNERS
SILVER


LEM
SCALE IN FEET
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W I L L A M E T T E
R - I - V
Minto
Island
Willamette
Slough
County Line
City Limits
Unincorporated Area Not in City
SALEM-DAYTON HWY
To Dayton
BUSH'S PASTURE PARK
W.U. Athletic Field
Willamette University
Wilson Park
High School
STATE HOSPITAL
PENITENTIARY
STATE FAIR GROUNDS
Shelton Ditch
Mill Creek
PACIFIC HWY. EAST
SOUTHERN PACIFIC
OREGON ELECTRIC
SILVERTON RD.
SALEM BY-PASS ROUTE
FOUR CORNERS
MITCHELL CORNER
BADGER CORNER RD.
LANCASTER DRIVE
HOLLYWOOD DRIVE
FISHER ROAD
To Silverton
COMMERCIAL
LIBERTY
CHURCH
COURT
STATE
CAPITOL
SUMMER
WINTER
FRONT
CENTER
MARION
UNION
CHEMEKETA
FERRY
TRADE
MISSION
COTTAGE
HIGH
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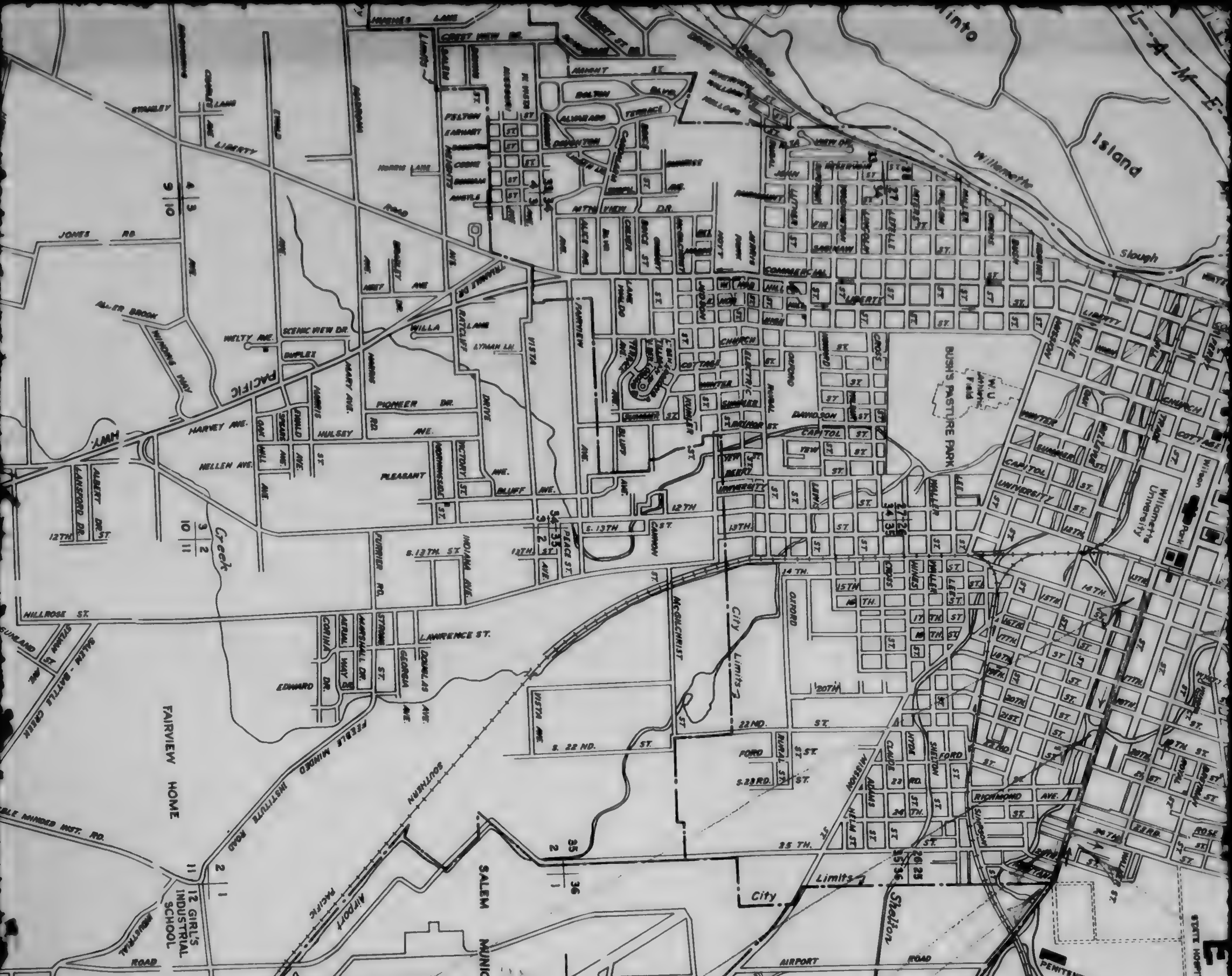
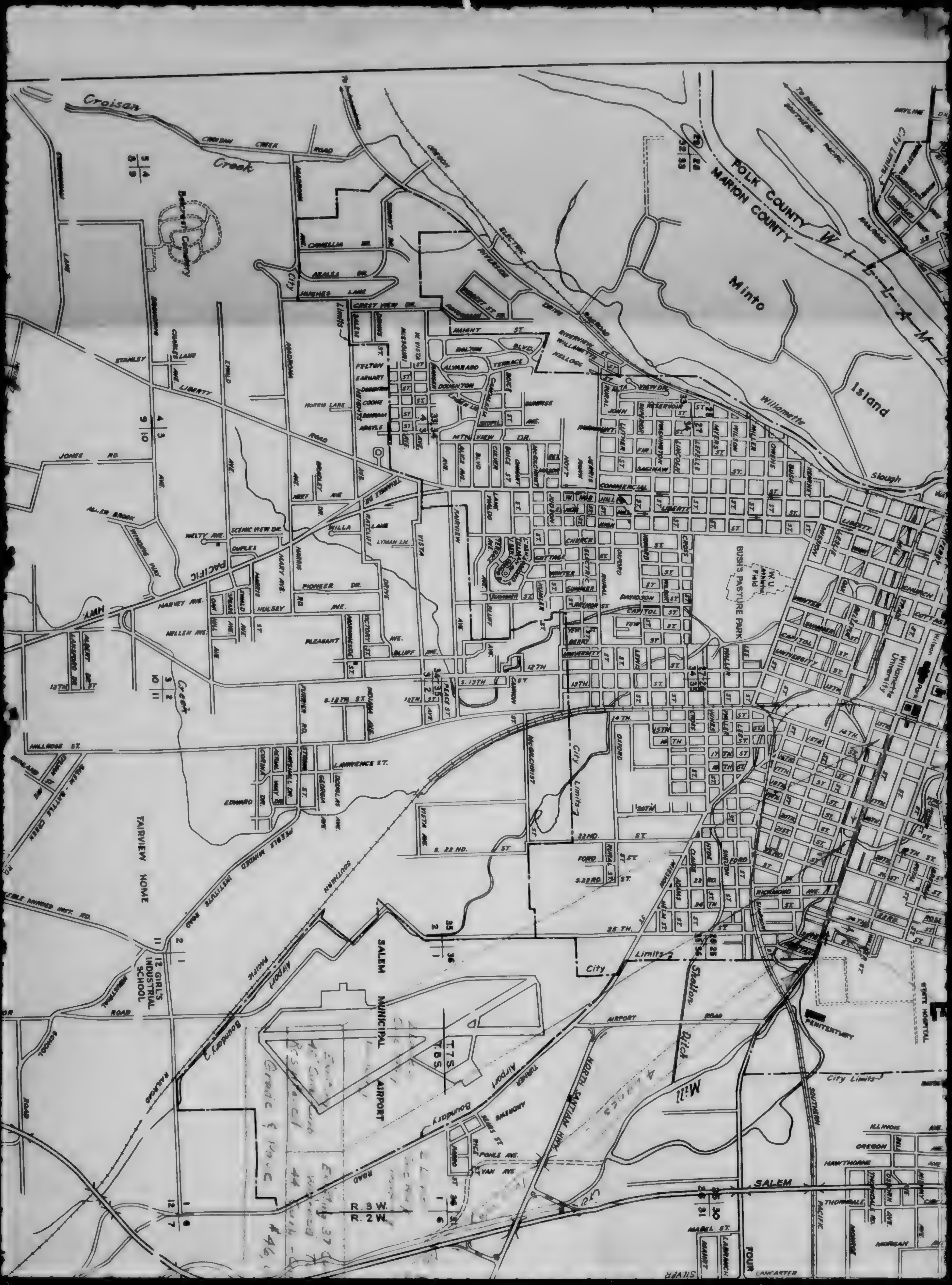
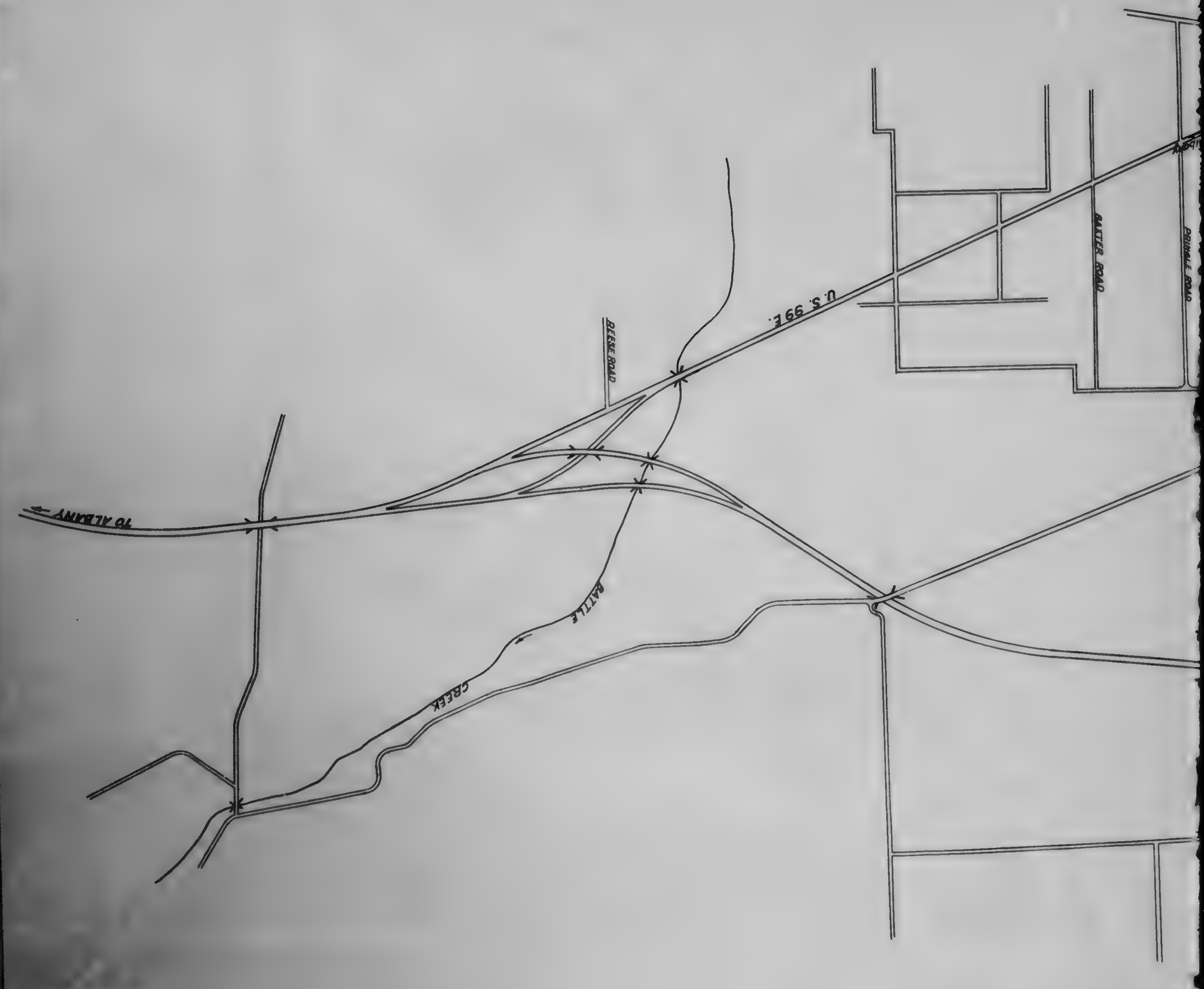
21ST
22ND ST.
23RD
24TH
25TH
EVERGREEN
PARK AVE.
CHILDS AVE.
BIEBER AVE.
EDINA AVE.
VINEYARD AVE.
ILLINOIS AVE.
OREGON AVE.
NORMAN AVE.
HAWTHORNE AVE.
ROSE AVE.
THORNDALE
CIRCLE
COOPER DR.
38TH AVE.
39TH AVE.
MORGAN AVE.
MABEL ST.
CLAY ST.
TIERRA DR.
ALDRICH ST.
CURTIS ST.
ELMA AVE.
EVELYN
DUNCAN AVE.
ABRAMS AVE.
WILLIAMS AVE.
LARSEN
LANSING AVE.
ROBERTS
FAIRHAVEN AVE.
HADLEY ST.
HOLLYWOOD
HAROLD
SUSMORE DR.
BROOKS AVE.
CHERRY AVE.
MYRTLE AVE.
WALNUT AVE.
MAPLE AVE.
HAZEL AVE.
BROADWAY
WILLAMETTE
JACK
ACADEMY
HIGHWAY
HICKORY
AIRPORT ROAD
RICHMOND AVE.
BREYS AVE.
THOMPSON AVE.
MEDICAL CENTER DR.
GLENN CREEK RD.
LINCOLN
CLARKE
MILLER ST.
JENSEN ST.



Existing
40' Curb-Curb
Res. [illegible]

Existing 37' Curb-Curb
Widened to
44' Curb-Curb
Grade & P.C. #46,000


Croisan Creek
Croisan Creek Road
Illahe Country Club
POLK COUNTY
MARION COUNTY
WILLAMETTE
Minto Island
Willamette Slough
Riverside Drive
Oregon Electric Railroad
Southern Pacific Railroad
City Limits
Liberty Road
Stanley
Jones Rd.
Madrona Ave.
Commercial
Liberty St.
Church
Cottage
Winter
Summer
Capitol
University
12th
13th
S. 13th
14th
Mission
Bush's Pasture Park
W.U. Athletic Field
Willamette University
Pacific Hwy.
Fairview
Hillrose St.
Lawrence St.
Fairview Home
Feeble Minded Institute Road
Girl's Industrial School
Salem Municipal Airport
Airport Road
Boundary
Turner Road
North Santiam Hwy.
Shelton Ditch
Mill Creek
Penitentiary
State Hospital
Salem
Hawthorne
Oregon
Illinois
Silver
Four
Lancaster
Mabel St.
T.7S.
T.8S.
R.3W.
R.2W.


TO ALBANY
BEESE ROAD
U.S. 99E.
BAXTER ROAD
PRINGLE ROAD
BATTLE
CREEK

TO ALBANY
U.S. 99E.
REESE ROAD
BAXTER ROAD
BATTLE
CREEK

RECEIVED
NOV 1 1955
FOR FILING

City of Salem, Oregon

OFFICE OF CITY MANAGER

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

24-[illegible]

4723

NOTED
State Highway Engineer

October 27, 1955

Mr. R. H. Baldock, Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

In reading the copy of our letter to you of October 24 I note an error in paragraph 3. The second sentence in this paragraph should read, "By so doing, it would be possible for the city to budget the necessary funds".

We would appreciate your making this correction.

Yours very truly,

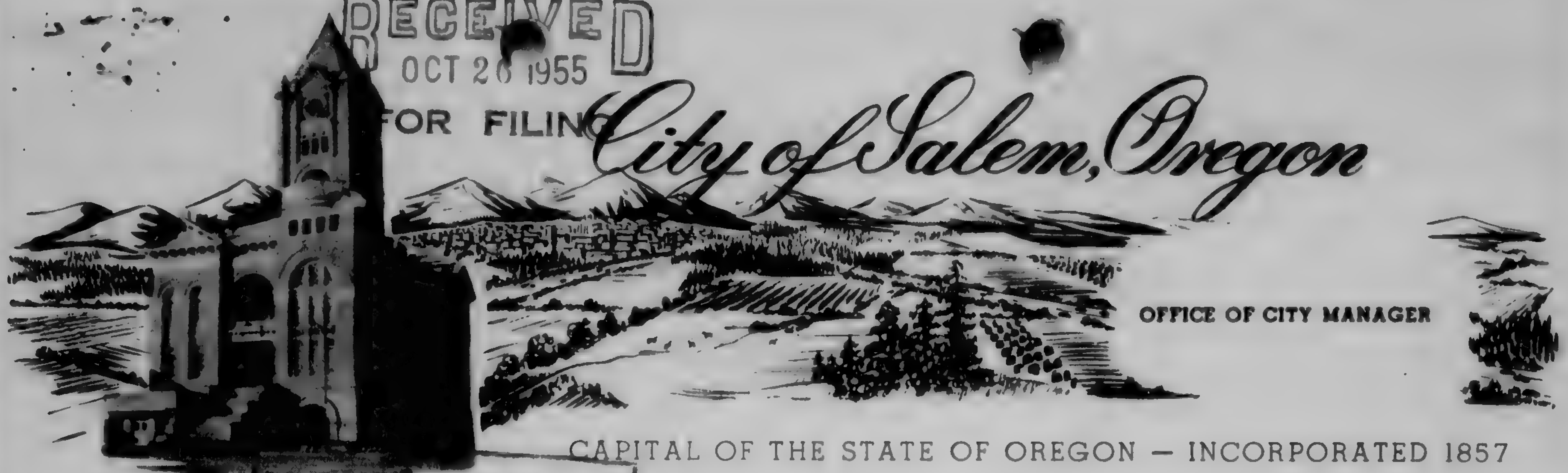
J. L. Franzen

J. L. Franzen
City Manager

JLF:b

RECEIVED
OCT [illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1955
FOR FILING



City of Salem, Oregon

OFFICE OF CITY MANAGER

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

24-1009

4723

October 24, 1955

NOTED
State Highway Engineer

Mr. R. H. Baldock, Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

The City of Salem is now considering the widening and improvement of several arterial streets leading into and out of the city. One of the most important under consideration is that of State Street between Twelfth Street and the east city limits. This, as you well know, is a state highway designated as state highway No. 22. It not only carries the North Santiam traffic but a large residential area at four corners and the agricultural area east of Four Corners well into the Waldo Hills.

Much of State Street is a forty foot or less improvement between curbs. The city feels that State Street between Twelfth Street and the east city limits should be widened to provide for four moving lanes plus a limited amount of parking. This street is so vital to the well being of the city that regardless of the fact that it is a state highway, we are willing to enter into a cooperative agreement with the State to widen and improve the same.

It is the City's wish to do this on a three year basis, doing a section each year. By so doing, it would be impossible for the city to budget the necessary funds.

We believe an early survey should be made of this project to determine proper width, right-of-ways necessary and actual need from a traffic volume standpoint.

We ask that your commission give serious consideration to this improvement with the understanding that the City will be willing to cooperate financially.

Yours very truly,

J. L. Franzen

J. L. Franzen
City Manager

RECEIVED
OCT 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 - 1955
FOR FILING

24-1441

4723

July 7, 1955

Mr. Peter M. Gunnar
Pioneer Trust Building
Salem, Oregon

Dear Mr. Gunnar:

In response to your communication of June 2, advise that there are no funds available for widening State Street between Twelfth and Fourteenth at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

cc Mr. W. C. Williams
Mr. F. B. Crandall

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1955

SUBJECT: Request to Widen State Street
12th Street - 14th Street Section
Assignment WCW 5919

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

In accord with the above-numbered assignment I wish to advise that State Street is 60 feet, curb to curb, between 12th Street and 13th Street and that from 13th Street east it is 40 feet curb to curb. We definitely concur that angle parking should be banned between 12th and 13th Street. This should be done immediately irregardless of widening or any other work. This angle parking causes confusion on State Street especially during peak hours to the end that traffic is backed through the 12th Street intersection while certain parking and unparking maneuvers are taking place on the south side of State Street. It is the intent of this office that at such time as the State, City and the Railroad company enter into an agreement covering the installation of railroad signals and other improvement along 12th Street to include in the agreement a stipulation that parallel parking be required on the south side of State Street between 12th and 13th Street.

It would be possible to develop 4 lanes of traffic east of 13th Street in the 40-foot section through the prohibition of parking on both sides of the street, but with the considerable volume of trucking that takes place on this street 10-foot lanes are not too desirable, yet with speeds that would prevail the 10-foot lanes could function. I think that if parking is prohibited so as to develop 4 lanes of traffic such prohibition should be extended easterly to 19th Street. I also call your attention to the fact that there is considerable business along State Street between 13th and 14th, some of which would be penalized if parking were prohibited. This is also true on the south side of State Street between 18th and 19th Street.

Traffic volume on State Street just east of 12th Street was 14,000 vehicles, 1954 ADT. Just west of 17th Street the 1954 ADT was 11,500 and just west of 21st Street the 1954 ADT was 10,300. These volumes certainly require 4 lanes of traffic.

I had a review made of accident experience for the year 1954 and it is summarized on the attached accident listing. I call your attention particularly to the accident picture between 12th and 13th Street and note that there were 6 parking accidents. All of them involved a car backing out of angle parking. It would be safe to assume that the rear end and backing collisions could be partially charged to parking maneuvers. The general congestion caused by vehicles double parking undoubtedly caused the two sideswipe-overtaking accidents.

J. Al Head
Assistant Traffic Engineer

JAH/cp/ph
Attachment

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

Urban Motor Vehicle Accident Listing

LOCATION

City **Salem**
Street **State**
Hwy.No.____ Rte.No.________
From **12th Street**
To **19th Street**
Period Covered:
1-1-54 to 12-31-54

LOCATION	COLLISION TYPE												TOTAL	CLASS.			PERSONS KILLED	PERSONS INJURED	REMARKS
	ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS		FATAL	NON-FATAL	PROP. DAMAGE			
At 12th Street	7*		5	1*	2*	7*				2	1		25		4	21		4	*** Involved one train accident**
12th to 13th Street			3		2		6				1		12			12			
At 13th Street	1		1										2			2			
13th to 14th Street			2				1				1		4		1	3		2	
At 14th Street	2					1				1			4		2	2		2	
14th to 15th Street			2			1							3		1	2		1	
At 15th Street													0						
15th to 17th Street													0						
At 17th Street	2					3							5		1	4		1	
17th to 18th Street					1								1			1			
At 18th Street					1	1	1						3		1	2		1	
18th to 19th Street													0						
At 19th Street							1						1			1			

JOHN H. CARSON
ALLAN G. CARSON
WALLACE P. CARSON
PETER M. GUNNAR
LAWYERS

TELEPHONE 3-3443 OR 3-4551

PIONEER TRUST BUILDING
SALEM, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

2 June 1955

Mr. R. H. Baldock,
Chief Engineer,
State Highway Department,
State Highway Building,
Salem, Oregon.

Dear Mr. Baldock:

On behalf of the merchants doing business on State Street immediately to the east of Twelfth Street, whom we represent, I am writing to you concerning the possibility of widening State Street between Twelfth and Fourteenth Streets in the City of Salem so as to permit a second lane of traffic in each direction. It is our suggestion to the City Council, contained in a letter to them of even date herewith, that this widening be accomplished by reducing the size of the sidewalks adjacent to State Street.

It is our position that, prior to the installation of the proposed signals and drop arm gates at the intersection of Twelfth and State Streets, the cost of this widening of State Street would be smaller than it will be thereafter. The present traffic in this area is sufficient, we submit, to warrant the widening of the street requested.

It has been rumored that the new highway from the east will come into Salem along Mission Street. However, at the present time State

RECEIVED
JUN 30 1955
TRAFFIC ENGINEER

REFERRED TO
Williams
By State Highway Engineer

Please see me
re this

Street is a state highway and, we presume, will continue to be such highway for some time in the future. We are wondering if State funds would be available for this widening project.

Any suggestions you may have concerning this matter, and any information with which you can supply us, will be most appreciated.

Respectfully yours,

Peter M. Gunnar

PMG:ilg

RECEIVED
JUN 3 1955
OFFICE OF
STATE HIGHWAY ENGINEER

4-1074 Humbug Summit Sec. 1956
4724

Mr. W[illegible]

R[redacted]D
JUL 1[illegible] 1957

[redacted]
W. C. WILLIAMS

July 2, 1957

FINAL COST ANALYSIS

Contract No. 4724
Humbug Summit Section
Sunset Highway

FIL

Widening of 1.59 miles of highway roadbed
J. N. Conley, Contractor
E. J. Hall, Resident Engineer

Clatsop County
Prefix: 4-1074-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing and Grubbing 4724	100%	All	$11,372.30	$7,500.00	$11,372.20	$ 7,500.00
Drainage Excav., Unclass.	199.33	Cu. Yds.	2.59	3.00	515.76	597.99
General Excav., Unclass.	50,335	Cu. Yds.	0.389	.50	19,593.58	25,167.50
Short Overhaul	130,057.7	Yd. Sta.	.009	.01	1,090.03	1,300.58
Long Overhaul	1,320.24	C-yd. Sta.	0.38	.40	496.33	528.10
Finish R/B & Slopes	1.59	Mile	505.80	600.00	804.21	954.00
Rounding Cutbanks	5,635	Lin. Ft.	0.13	.15	737.21	845.25
18" Corr. Metal Pipe	168	Lin. Ft.	3.80	4.50	638.95	772.80
24" Corr. Metal Pipe	70	Lin. Ft.	6.28	7.50	439.57	525.00
42" Corr. Metal Pipe	36	Lin. Ft.	15.30	16.50	551.01	594.00
PA #1 Furn. & Install 36" Corr. Metal Pipe	18	Lin. Ft.	15.32	14.40	275.79	259.20
PA #2, Extra Clearing and Grubbing	.38	Acre	404.85	733.86	404.85	287.87
Force Account (State's Share of Flagging)						1,729.35
					$36,819.49	$41,052.64

Gross Revenue	$41,052.64
Total Cost	36,819.49
Net Profit	$ 4,233.15

Net Profit Equals 10.3% of Gross Revenue

Mr. Will [illegible]

RECEIVED JUL 12 1957

[illegible] W. C. WILLIAMS

July 2, 1957

FINAL COST ANALYSIS

Contract No. 4724
Humbug Summit Section
Sunset Highway

Widening of 1.59 miles of highway roadbed
J. N. Conley, Contractor
E. J. Hall, Resident Engineer

Clatsop County
Prefix: 4-1074-201(41)

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General Excav., Unclass.	50,335	Cu. Yds.	0.389	.50	19,593.58	25,167.50
Short Overhaul	130,057.7	Yd. Sta.	.009	.01	1,090.03	1,300.58
Long Overhaul	1,320.24	C-yd. Sta.	0.38	.40	496.33	528.10
Finish R/B & Slopes	1.59	Mile	505.80	600.00	804.21	954.00
Rounding Cutbanks	5,635	Lin. Ft.	0.13	.15	737.21	845.25
18" Corr. Metal Pipe	168	Lin. Ft.	3.80	4.50	638.95	772.80
24" Corr. Metal Pipe	70	Lin. Ft.	6.28	7.50	439.57	525.00
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Gross Revenue	$41,052.64
Total Cost	36,819.49
Net Profit	$ 4,233.15

Net Profit Equals 10.3% of Gross Revenue

Contract No. 4724 DETAIL OF COST

Labor:

Supervision	$ 1,950.00	
Labor	14,931.38	
Labor Insurance	1,201.57	
		$18,082.95

Equipment Rental and Expense (Misc.):

Equipment Rental	$10,724.65	
Gas, Oil, and Grease	1,818.44	
P.L. and P.D.	186.64	
Bond	227.29	
Small Tools	821.05	
Move In	1,746.22	
Overhead	1,231.58	
Explosives	501.66	
		$17,257.52

Materials:	Quantity	Unit	Unit Cost	Total Cost		
18" CMP	168	Lin. Ft.	$3.25	$545.60	$ 545.60	
24" CMP	70	" "	5.09	356.59	356.59	
42" CMP	36	" "	11.53	415.14	415.14	
36" CMP	18	" "	8.98	161.69	161.69	
						$ 1,479.02

TOTAL COST $36,819.49

Contract No. 4724

Remarks:

This project was a "State Project" calling for widening of 1.59 miles of highway roadbed, involving approximately 48,000 cubic yards of excavation and such additional work as is called for by the specifications and plans.

Contract was awarded June 5, 1956, work began June 25, 1956, and was completed September 25, 1956. Post final was received May 28, 1957.

The west end of the project is at Station 235+00, which station is approximately 0.2 mile west of the Humbug Mountain Summit and approximately 4.2 miles east of the junction of the Necanicum and Sunset Highways. The east end of the project is at Station 319+00, which station is approximately 4.4 miles west of the Elsie Post Office. The overall length of the project is 1.59 miles.

Contractor began clearing on June 25, 1956. Clearing proved much more difficult than the contractor anticipated along with low humidity which kept them from burning. Large logs and stumps, which had become covered by surface growth, were not noticed when the contractor looked the job over.

Excavation was accomplished with three new S18 Euclids and progressed rather fast. Pipe prices were high but traffic was extremely heavy and flagmen were necessary most of the time.

Equipment used on project was: Three D-8's with dozers, carryall, 12 blade, 3/4-yard backhoe, two power saws, two trucks, two pickups, three S18 Euclids and misc. small tools.

Good supervision and equipment in good shape contributed to a good profit.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 26, 1957

4-1074

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4724	6 Post-Final	J. N. Conley

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13715	H-184437	$ 1,286.56	6/26/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Aug. 31, 1956**

Time Extensions: **Sept. 25, 1956**

Completion Date: **Sept. 25, 1956**

Date Accepted: **Nov. 8, 1956**

Penalties: **None of record.**

Claims: **None of record.**

Remarks:

Date: **July 1, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 1 1957

Ruth Rawlings

NOTED ON CARD
em

RECEIVED
JUL 2 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 2 , 1957

[illegible] 74
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4724

5-Final

J. M. Conley

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

13714

H-184436

$ 586.11

6/26/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: Sept. 25, 1956

Completion Date: Sept. 25, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record.

Claims: None of record.

Remarks:

Date: July 1, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
em

Warrant Mailed: JUL 1 1957

Ruth Rawlings

RECEIVED
JUN 12 1957
FOR FILING

4724

June 11, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: Mr. G. N. Burnett

Gentlemen:

You are hereby notified that a post-final payment will be made to J. N. Conley on contract No. 4724, for grading on the Humbug Summit Section of the Sunset Highway in Clatsop County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $41,052.64, including the post-final payment of $1,286.56. Of the total, $1,729.35 is for force account work.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

[illegible]

RECEIVED
MAR 27 1956
FOR FILING

4-1074
4724

Salem, Oregon
March 16, 1956

Humbug Mountain Summit -
Humbug Creek,
Sunset Highway.

Mr. Virgil O'Neil
Assistant Office Engineer
Office

It is requested that you add $2,000 to the authorization for the subject job for seeding and mulching to control erosion. It is anticipated that the work will be accomplished by State Forces under the supervision of the Landscape Engineer.

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. M. H. Astrup

RECEIVED
JAN 17 1957
FOR FILING
4-1274

4724

January 16, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4724 for work performed on the Humbug Summit Section of the Sunset Highway in Clatsop County was completed by the contractor, J. M. Conley, on September 25, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $586.11 will be released to the contractor on or after January 26, 1957. The total contract amount is $39,766.08, of which amount $1,729.35 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

RECEIVED
NOV 29 1956
FOR FILING

4-1074

4724

November 28, 1956

Mr. J. N. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Dear Sir:

The State Highway Commission at its meeting held on November 8 has under discussion your request for an extension of time from August 31, 1956 to October 1, 1956, within which to complete your contract No. 4724, for grading on the Humbug Summit Section of the Sunset Highway in Clatsop County.

We are pleased to inform you that the State Highway Commission granted your request to and including September 25, 1956, the actual completion date of the contract. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: J. D. Walker,
Division Engineer

A. J. Hall,
Resident Engineer

Tom Edwards,
Construction Engineer

A

Form E-J—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

4-1074

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 17, 1956

Section Humbug Summit

Highway Sunset

Contractor J. N. Conley

Date of contract June 6, 1956

Date work started June 22, 1956

Project authorization $ 45,091.13

Exclusive of Engineering $ 41,884.35

Kind of work Grading

Section prefix 4-1074

Contract number 4724

Date of completion August 31, 1956

Estimated date of completion September 25, 1956

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 42,043.58

Estimated per cent overrun or ~~underrun~~ 0.4 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 3,206.48

Engineering cost to date $ 3,177.35, 99.0 %

Date project was completed SEPT 25, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate delivered to Division office on Friday this week.

LAST REPORT ON THIS PROJECT.

NOTED
[illegible]

Noted
M. N. Iuve

RECEIVED
NOV 19 1956
OFFICE OF
DIVISION ENGINEER
DIVISION No. 2

NOTED
L. H. Young

NOTED
V. D. WOLFE

RECEIVED
NOV 19 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED

Signed E. J. Hall Res. Eng.

Address P.O. Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.59				
Miles partially completed	-				
Miles completed	1.59				
Total estimated quantities (contract)	48,000 C.Y.				
Total quantities corrected to date	48,696 ~~48,700~~ C.Y.				
Estimated quantities moved or placed to date	48,696 ~~48,700~~ C.Y.				
Average daily quantities	--------				
Average daily quantities necessary to complete project on time					
Number shifts per day			--------		
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Holiday		
Tuesday	Overcast		
Wednesday	Showers		
Thursday	Rain		
Friday	Rain		
Saturday			

RECEIVED
OCT 26 1956
FOR FILING

[illegible]

4724

October 26, 1956

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

It is the intention of the State Highway Commission to release to J. N. Conley a portion of the funds heretofore retained by the Commission on contract No. 4724, for grading on the Humbug Summit Section of the Sunset Highway in Clatsop County.

This payment in the amount of $6,292.06 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,211.75. The present payment will be released on or after November 5, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

NOTED ON CARD

RECEIVED
OCT 10 1956
FOR FILING

4-1074

October 9, 1956

Oregon State Highway Commission

Request for extension of time
No. 6
November 8 and 9 meeting

Gentlemen:

Herewith is a request from J. E. Conley for an extension of time on the Humbug Summit Section, Contract No. 4724, from August 31, 1956 to October 1, 1956.

This project involved some heavy clearing and because of the extreme fire hazard during the summer season, the contractor was forced to withhold burning of this material until the fire hazard decreased to a point where burning permits could be issued. The delay did not affect the section in question, and the project was actually completed on September 25, 1956. I recommend that the extension be granted, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
JUN 26 1956
FOR FILING

[illegible]

4724

June 26, 1956

Mr. J. N. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4724, which was awarded to you by the State Highway Commission on June 5, for grading on the Humbug Summit Section of the Sunset Highway in Clatsop County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 6 - 1956
FOR FILING

[illegible]

4724

June 6, 1956

Mr. J. N. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Dear Mr. Conley:

The State Highway Commission on June 5, 1956 awarded to you State Highway Contract No. 4724 for grade widening on Humbug Summit Section of the Sunset Highway, about 4.4 miles west of Elsie in Clatsop County.

This award was based on your bid of $37,881 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

9-3251 Sisters Sand Shed 1956
4725

NOTED
Harold C. Ayers

Salem, Oregon
February 15, 1957

Assignment #253

Mr. Forrest Cooper
OFFICE

NOTED
V. R. JONES

NO[illegible]
J. T. H[illegible]

The city of Yoncalla was notified of its refund on the Hayhurst Road project previous to receipt of your assignment. A copy of the letter sent to the city is attached.

This completes assignment no. 253.

Clarence G. Swenson
Acting Engr., County & City Relations

HCA:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Form A-150—10M—7-56

NOTED
Harold [illegible]

RECEIVED
FEB 15 1957

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
V. R. JONES

City of Yoncalla
Yoncalla, Oregon

Attention of Keith [illegible]. Van Krevelen, City Recorder

Invoice No. 49518

Date February 14, 1957

Your Req. No.

Billing Request No. CC-298

Credit distribution: 310-1726-295

Advance Deposit		3,553.94

Final Billing: City's share of total cost of Mayhurst Road Grading and paving project, Contract No. [illegible], covered by agreement dated June 15, 1956.

Total City Share: $161.48 (see attached statement)

Total Cost as per attached	15,161.48	
Less agreed State share	15,000 15,000.00	
Amount Due from City		161.48
To be refunded		$3,392.46

NOTED
C. G. SWENSON

[illegible] OF BILLING REQUEST

State Printing 96055

State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County & City Relations

HCA:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

February 13, 1957

Mr. Keith O. Van Krevelen
City Recorder
Yoncalla, Oregon

J. F. [illegible]

Dear Sir:

Final costs are now available for the Special City Allotment project on Hayhurst Road and, under the terms of the agreement between the city and state, a refund is now due the city.

As per the attached statement the total cost of the project was $15,451.48 and, as the city made an advance deposit of $3,553.94, a refund of $3,102.46 is due. A check in this amount will be forwarded to you within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County & City Relations

HCA:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

February 13, 1957

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

YONCALLA: Special City Allotment Project
Grading and Paving: Hayhurst Road

Contract No. 4745

PAYMENTS TO CONTRACTOR

Item	Quantity		@	Total
1. Blade Grader	16	hrs.	$12.00	$ 192.00
2. Coarse crushed material in base	1,304	c.y.	4.35	5,672.40
3. 3/4"-0 crushed rock in base	272	c.y.	4.50	1,224.00
4. Sprinkling	22	M/gal.	4.00	88.00
5. Asphaltic concrete in mixture	501.005	Tons	9.25	4,634.30
6. 85-100 asphalt in mixture	33.63	Tons	33.00	1,109.79

Subtotal, Contract Items........	$12,920.49
Construction Engineering........	1,366.04
Survey...........................	1,164.95
Total Cost.......................	$15,451.48
Agreed State Share..............	15,000.00
City's Share of Cost...........	$ 451.48
City's Advance Deposit.........	3,553.94
REFUND DUE CITY.................	$ 3,102.46

ECA:mm

A

RECEIVED
DEC 23 1956
FOR FILING

9-3251
4725

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 27, 1956

Mr. P. H. Jones
Route 1, Box 298
Hillsboro, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from September 30 to October 26, 1956 within which to complete your contract No. 4725, for constructing a sand shed at Sisters, Deschutes County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

W. E. Moore,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 24 1956
FOR FILING

7-3251
4725

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 10, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4725	3-Final	R. H. Jones	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26107	H-167260	$ 2,726.79	12/10/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: to Oct. 26, 1956

Completion Date: Oct. 26, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 21 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
DEC 11 1956
FOR FILING

2-3251

4725

NOTED
C. A. GARDNER

December 10, 1956

Request for Extension of time
No. 6
December 17 and 18 meeting

Oregon State Highway Commission

Gentlemen:

Re: Sisters Sand Shed
in Deschutes County
Contract No. 4725

H. H. Jones, contractor on the Sisters Sand Shed in Deschutes County, has requested an extension of time from September 30, 1956, to October 28, 1956, the date of completion.

The contractor was delayed by the non-arrival of roofing material, however, this delay did not prevent the State from storing sand in the shed for this winter's use.

It is recommended that this extension of time be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS/mm
Attached

NOTED
M. STEPHENSON

RECEIVED
NOV 29 1956
~~FOR FILING~~
9-3251

4725

November 29, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4725 for constructing the Sisters Sand Shed in Deschutes County was completed by the contractor, R. H. Jones, on October 26, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,726.79 will be released to the contractor after acceptance by the State Highway Commission. The total contract amount is $9,840.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

NOTED ON CARD

RECEIVED
JUL 5 1956
FOR FILING

51

[illegible]

July 3, 1956

Mr. R. H. Jones, Contractor
Route 1, Box 258
Hillsboro, Oregon

Dear Mr. Jones:

We enclose herewith a fully executed copy of Contract No. 4725 which was awarded to you June 5, 1956, by the State Highway Commission, covering SISTERS SAND SHED in Deschutes County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

PP
Enclosure

RECEIVED
JUN 6 - 1956
FOR FILING

1-32-51

4725

June 6, 1956

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Mr. Jones:

The State Highway Commission on June 5, 1956 awarded to you State Highway Contract No. 4725 for construction of a Sand Shed at the State Highway Maintenance Station at Sisters in Deschutes County.

This award was based on your bid of $9,832.80 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

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APR 20 1956
FOR FILING

FORM 230—90M—[illegible]
9-3251
4125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1956

SUBJECT: Location of Sand Shed to be built at Sisters Maintenance Station

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Herewith is a sketch showing the proposed location for the Sand Shed to be built at Sisters Maintenance Station. The Budget item is $9300.00 for a sand shed 60x60 to provide 1250 c.y. capacity. The Heavy Snow Load design, Bridge Drawing #12594, should be used. The estimate of cost is 3600 sq. ft. at $2.30 per sq. ft. - $8280 and adding 12½% for engineering and contingencies, makes a total of $9300.00.

The floor elevation should be made the same as the Maintenance Shop floor.

Earth ramps and flood lighting, if needed, will be by State Forces after the building is completed.

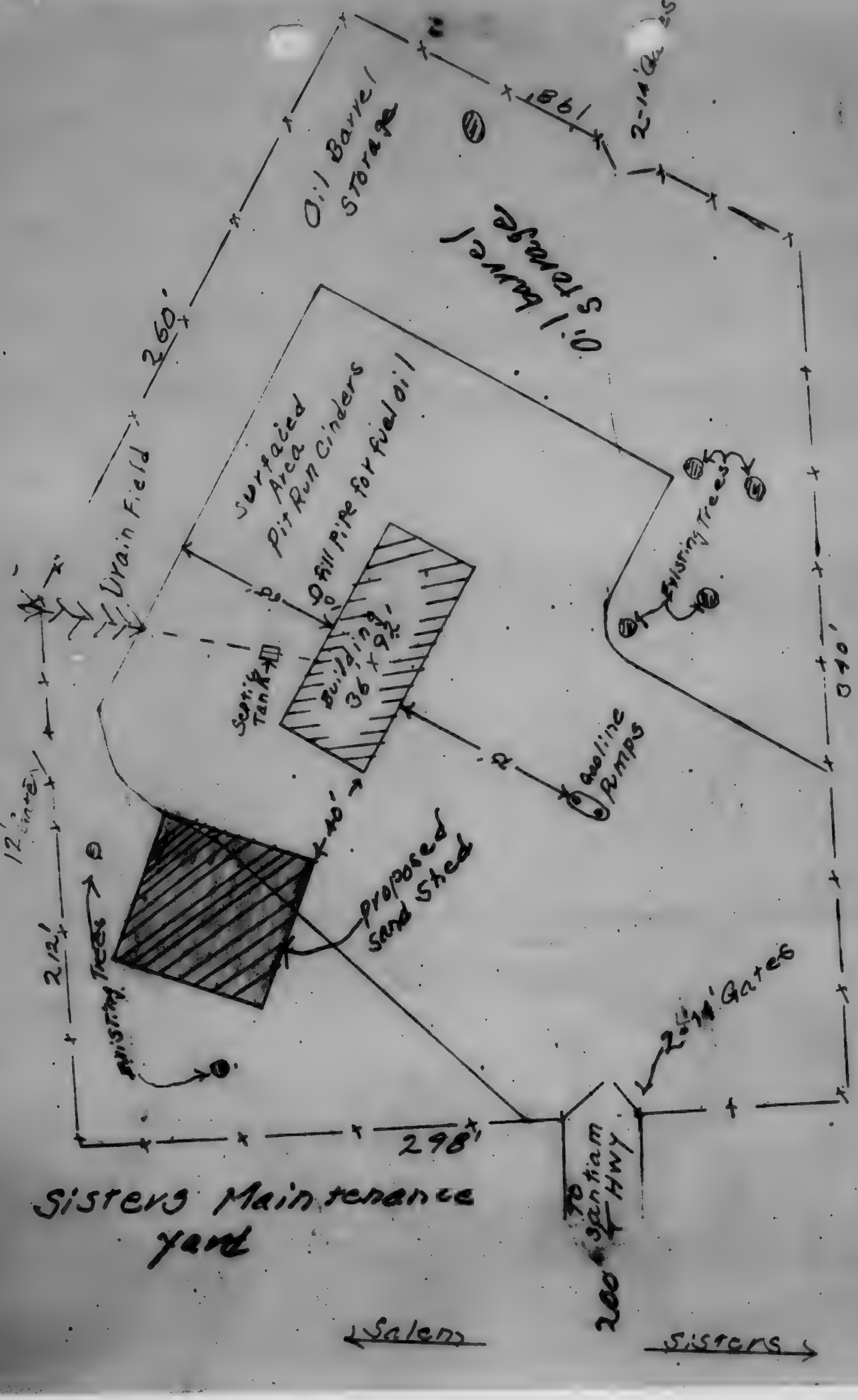
I. A. DeFrance
Assistant Maintenance Engineer

IAD:bt
cc - P. M. Stephenson
Enclosure

Swift to clear location with U.S.F.S.
WWS

RECEIVED
APR 12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER



Sisters Maintenance yard

18-8318 Klamath Agency Rock Production 1956

4726

RECEIVED
[illegible] - 1957
FOR FILING
18-8318

W. C. WILLIAMS

August 14, 1957

Carter Lake-The Dalles-California
Highway and Modoc Point
Contract No. 4726

FINAL COST ANALYSIS

Klamath Agency Section
Prefix: 18-8318

Rock Production
Barney B. Helser, Contractor
Reid Meritt, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½ Cr. Mat'l in Stockpile	1,270.89	Cu. Yds.	$3.90	$3.782	$ 4,791.66	$ 4,956.47
½"-¼ Cr. Mat'l in Stockpile	4,018.83	Cu. Yds.	3.90	3.782	15,184.36	15,673.44
¼"-0 Cr. Mat'l in Stockpile	1,945.01	Cu. Yds.	3.90	3.782	7,341.17	7,585.54
½"-#10 Cr. Mat'l in Stockpile	800	Cu. Yds.	3.90	3.782	3,010.78	3,120.00
Stockpile Purchase Rejects	82	Cu. Yds.	0.25	0.25	20.50	20.50
Stockpile Haul Adjustment	330	Yd. Miles	0.12	0.12	39.66	39.66
					$30,388.13	$31,395.55
Cr. Rock Sold to City of Chiloquin	500	Cu. Yds.	3.90	3.782	1,891.00	1,950.00
		TOTAL			$32,279.13	$33,345.55

Total Revenue	$33,345.55
Total Cost	32,279.13
Net Profit	$1,066.42

Net Profit Equals 3.1% of Gross Revenue

RECEIVED
SEP 3 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST

Contract No. 4726

Labor:		
Labor and Supervision	$10,634.40	
Labor Insurance	1,276.12	
		$11,910.52
Equipment Rentals and Misc. Supplies:		
Equipment Rentals (Owned)	$11,787.95	
Hired Trucks	301.50	
Gas, Oil, and Grease	2,799.50	
Small Tools and Misc. Supplies	471.50	
Powder and Caps	2,310.85	
Freight and Cartage	637.80	
P.U.C. Fees	276.91	
P.L. and P.D. Insurance	132.93	
Bond	188.37	
Home Office and General Overhead	625.80	
		$19,533.11
Cost of Stockpiling at $0.10 per yard		835.50
TOTAL COST		$32,279.13

BREAKDOWN OF CRUSHING COST

Contract No. 4726

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	8,535	Cu. Yds.	$ 5,924.13	$0.694
Drill and Shoot	8,535	Cu. Yds.	5,087.25	0.596
Haul to Crusher	8,535	Cu. Yds.	4,631.32	0.542
Crushing	8,535	Cu. Yds.	9,877.75	1.157
Haul to Stockpile	8,535	Cu. Yds.	5,923.18	0.693
	8,535	Cu. Yds.	$31,443.63	$3.682
Stockpiling at $0.10 per yard			835.50	0.10
			$32,279.31	$3.782

The crushing plant operated 159 hours for an average production of 53.6 yards per working hour.

Remarks:

This was a "State Project" calling for crushing and stockpiling approximately 8,000 cubic yards of crushed rock. The contract was bid and awarded June 5, 1956. Work started January 29, 1957 and the project was completed April 30, 1957.

On January 29, 1957 the contractor moved in a 3/4-cubic yard shovel and started benching a road into talus slope for an access road to the face of the quarry. The quarry was drilled and shot with lifter holes. This did not produce enought rock. Later, more lifter holes were drilled and shot; this also did not produce enough rock. After these two attempts a small coyote hole was put in which produced enough rock to finish the contract.

A four-crusher plant was moved in and set up was started on February 20, 1957. Due to inclement weather, this was not completed until March 21, 1957. The crushing plant was fed with a 3/4-cubic yard shovel and two 6-yard dumptors. One 6-cubic yard dump truck was used in hauling rejects from the crushing plant. All crushed materials were stockpiled at $0.10 per yard.

The contractor had high bid prices, but due to excessive drilling and shooting costs, long movein and lost time, realized only a small profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
AUG 14 1957
FOR FILING

4726

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4726	1-Final	Barney B. Helser

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12573	H-182953	$ 1,998.87	6/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 15, 1956

Time Extensions: Apr. 27, 1957

Completion Date: Apr. 27, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD
ew

RECEIVED
MAY 29 1957
FOR FILING

May 28, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4726 for work performed on the Klamath Agency Section of the Crater Lake, The Dalles-Calif., and Modoc Point Highway in Klamath County was completed by the contractor, Barney B. Helser, on Apr. 27, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $1,998.87 will be released to the contractor after acceptance by the Commission. The total contract amount is $31,395.55, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em

NOTED ON CARD
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RECEIVED
MAY 22 1957
FOR FILING

[illegible]

4726

May 21, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Barney B. Helser in connection with contract No. 4726, for rock production on the Klamath Agency Section of the Crater Lake, The Dalles-California, and Modoc Point Highway in Klamath County. This payment, in the amount of $25,447.93, will be released to the contractor on or after May 31, 1957. The retained percentage is $2,000.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

NOTED ON CARD

A

RECEIVED
MAY 22 1957
FOR FILING

18-8518

4726

May 21, 1957

Mr. Barney H. Helser
14000 S.W. Far Vista
Beaverton, Oregon

Dear Sir:

The State Highway Commission at its meeting held on May 16 and 17, 1957 had under discussion your request for an extension of time from August 15, 1956 to April 30, 1957 within which to complete your contract No. 4726, for the Klamath Agency Section of the Crater Lake, The Dalles-California, Modoc Point Highway, in Klamath County.

We are pleased to inform you that the Highway Commission granted an extension of time from August 15, 1956 to April 27, 1957, the actual completion date of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc: Dean Swift, Division Engineer

Tom Edwards, Construction Eng.

W. Reid Meritt, Resident Eng.

NOTED ON CARD

RECEIVED
MAY 8 - 1957
FOR FILING

4726

May 7, 1957

Oregon State Highway Commission

Request for extension of time
No. 51
May 16 and 17 meeting

Gentlemen:

Herewith is a request from Barney B. Halser for an extension of time on the Klamath Agency Rock Production Contract No. 4726 from September 30, 1956 to April 30, 1957.

This contractor had several other rock production contracts with the State which carried a higher priority than this one. Materials produced under this contract were scheduled for the 1957 season and the overrun in time has not caused us any added expense nor inconvenience. He actually completed the project on April 27, and I recommend that the extension be granted to and including that date without penalty.

This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending APRIL 27, 1957

Section KLAMATH AGENCY

Highway Crater Lake, The Dalles-California and Modoc Point

Contractor Barney B. Helser

Date of contract June 5, 1956

Date work started January 29, 1957

Project authorization $36,225.00

Exclusive of Engineering $33,649.00

Kind of work Rock Production

Section prefix 18-8318

Contract number 4726

Date of completion September 30, 1956

Estimated date of completion ...., 19....

Per cent of time elapsed 277.12 %

Estimated cost of completed project, exclusive of engineering $33,649.00

Estimated per cent overrun or underrun ....%

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $2,576.00

Engineering cost to date $931.44, 36 %

Date project was completed April 27, 1957, 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

CONTRACTOR COMPLETED CRUSHING STATE CONTRACT AT 12 Noon ON FRIDAY EXCEPT FOR TRANSFERRING SOME SIZES OF MATERIAL TO THE STOCK PILE SITE ON THE DALLES-CALIFORNIA HIGHWAY AND FINAL SHAPING OF ALL THE STOCKPILES. THIS WAS COMPLETED BY 5:00 P.M. SATURDAY.

CONSTRUCTION DIVISION
RECEIVED
APR [illegible] 1957
NOTED-- CE ACE COE

Signed W. R. Meritt by Paul A. Cox
W. REID MERITT, RESIDENT ENGINEER

Address P. O. BOX 1090, KLAMATH FALLS, OREGON

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 95633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			8,000 C.Y.		
Total quantities corrected to date			8,000 C.Y.		
Estimated quantities moved or placed to date			8,000 C.Y.		
Average daily quantities			800 C.Y.		
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			10		
Average force on project for week			10		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 1, Compaction rollers ...., ... trucks . . . . 3 Dumpsters 2

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	CLEAR		
Monday	CLEAR		
Tuesday	CLEAR		
Wednesday	CLEAR		
Thursday	CLEAR & WINDY		
Friday	CLEAR		
Saturday	CLEAR		

RECEIVED
JUL 6 1956
FOR FILING

July 3, 1956

Mr. Barney B. Helser
14000 Southwest Far Vista
Beaverton, Oregon

Dear Sir:

We enclose herewith fully executed copies of three contracts which were awarded to you on April 27 and June 5, 1956 :

Contract No. 4685 - Rock Production, Rock Creek-Summit Section of Heppner-Spray Highway in Morrow and Wheeler Counties. April 27, 1956.

Contract No. 4727 - Rock Production, Myrtle Point-Powers Section of Coos Bay-Roseburg and Powers Highway in Coos County. June 5, 1956.

Contract No. 4726 - Rock Production, Klamath Agency Section, Crater Lake, The Dalles-California and Modoc Point Highway in Klamath County. June 5, 1956.

These copies are sent for your files.

Executed copies of the above contracts are being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUL 5 1956
OREGON STATE HIGHWAY COMMISSION
[illegible]

ECEIVED
JUN 6 - 1956
FOR FILING

June 6, 1956

Mr. Barney B. Helser
14000 S. W. Far Vista
Beaverton, Oregon

Dear Mr. Helser:

The State Highway Commission on June 5, 1956 awarded to you State Highway Contract No. 4746 for Klamath Agency Rock Production Project on three highways, near Klamath Agency and Fort Klamath in Klamath County.

F. L. Somers of Medford and yourself submitted identical bids for this project in the sum of $31,200. The Commission tossed a coin and you were determined the winner. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

6-8306 Myrtle Point-Powers Rock 1956
Production Project
4727

RECEIVED
[illegible] - 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 29, 1957

6-8 306

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4727	6-Final	Barney B. Helser

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6893	H-177238	$ 1,510.86	3/29/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: to Jan. 11, 1957

Completion Date: Jan. 11, 1957

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-29-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAR 20 1957
FOR FILING

[illegible]

4727

March 19, 1957

CERTIFIED MAIL

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4727 for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Highways in Coos County was completed by the contractor, Barney B. Helser, on January 11, 1957 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $1,510.86 will be paid to the contractor on or after March 29, 1957. The total contract amount is $50,553.28 and no force account was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

FORM E-120 50M REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 31 1957
FOR FILING

6-536

4727

January 30, 1957

Mr. Barney B. Helser
14000 S. W. Far Vista
Beaverton, Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from August 31, 1956 to and including January 11, 1957 within which to complete your contract No. 4727, for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Highways in Coos County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:
F. D. Morgan,
Division Engineer

John Gunter,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
JAN 30 1957
FOR FILING

January 29, 1957

CERTIFIED MAIL

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Barney B. Helser in connection with contract No. 4727, for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Highways in Coos County. This payment in the amount of $4,136.17 will be released to the contractor on or after February 8, 1957. The retained percentage is $1,516.78.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

RECEIVED
JAN 21 1957
FOR FILING

6-8306

4727

January 18, 1957

Oregon State Highway Commission

Request for extension of time
No. 20
Last request for January 22-23 meeting

Gentlemen:

Herewith is a request from Harney B. Halzer for an extension of time on the Myrtle Point-Powers rock production project, Contract No. 4727, from August 31, 1956 to and including January 11, 1957.

The contractor had some difficulty on this project due to high water flooding his plant set up and material source. The materials produced under this contract are intended for 1957 use, and we have suffered no inconvenience or added expense due to the delay on this project. I recommend that this extension be granted without penalty.

This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

Form E-1—10M—6-56

A

6-8306

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 12, 1957

Section Myrtle Point - Powers

Highway Coos Bay - Roseburg & Powers

Contractor Barney B. Helser

Date of contract June 5, 1956

Date work started August 7, 1956

Project authorization . . . . . $ 54,843.75

Exclusive of Engineering . . . . $ 50,943.75

Kind of work Rock Production

Section prefix 6-8306

Contract number 4727

Date of completion August 31, 1956

Estimated date of completion January 11, 1957

Per cent of time elapsed 250 %

Estimated cost of completed project, exclusive of engineering . . . . $ 50,943.75

Estimated per cent overrun or underrun . . . . none %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . . $ 3,900.00

Engineering cost to date $ 4,025, 103 %

Date project was completed January 11, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shaping stockpiles on Friday the 11th and is almost finished moving out his plant.

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
D. J. BARDEN

NOTED
TOM EDWARDS

RECEIVED
JAN 14 1957
OFFICE OF
CONSTRUCTION ENGINEER

Signed Res. Engr.

Address 391 N. Central Blvd., Coquille, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
V. D. WOLFE

State Printing 96633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			13,000		
Total quantities corrected to date			13,300		
Estimated quantities moved or placed to date			13,300		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			5		
Men			4		
Supervision			1		
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Overcast		
Wednesday	Overcast		
Thursday	Showers		
Friday	Showers		
Saturday			

RECEIVED
1956

FORM [illegible]

[illegible]

4727

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10th, 1956

SUBJECT: Myrtle Point-Powers
Coos Bay-Roseburg, Powers
Contract No. 4727

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory No. 404010, dated October 5, 1956, showing an excess of 6.7 percent passing the ½-inch screen for the 3/4"-½" crushed gravel being produced by B. B. Helser. While this excess if not enough to condemn the material, it is approaching this point.

Will you please instruct the resident engineer to have the contractor adjust his plant operations so that the 3/4"-½" aggregate gradation is within the accepted limits.

Also, will you please have the resident engineer so mark samples of improved aggregate that it is clear they represent corrected aggregate.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY/WCH:AR

cc to: Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

RECEIVED
OCT 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 1956
FOR FILING

4727

July 3, 1956

Mr. Barney B. Holser
14000 Southwest Far Vista
Beaverton, Oregon

Dear Sir:

We enclose herewith fully executed copies of three contracts which were awarded to you on April 27, and June 5, 1956:

Contract No. 4685 - Rock Production, Rock Creek-Summit Section of Heppner-Spray Highway in Morrow and Wheeler Counties. April 27, 1956.

Contract No. 4727 - Rock Production, Myrtle Point-Powers Section of Coos Bay-Roseburg and Powers Highway in Coos County. June 5, 1956.

Contract No. 4726 - Rock Production, Klamath Agency Section, Crater Lake, The Dalles-California and Modoc Point Highway in Klamath County. June 5, 1956.

These copies are sent for your files.

Executed copies of the above contracts are being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUL 5 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JUN 7 - 1956
FOR FILING

6-8306
4727

June 6, 1956

Mr. Barney B. Helser
14000 S. W. Far Vista
Beaverton, Oregon

Dear Mr. Helser:

The State Highway Commission on June 5, 1956 awarded to you State Highway Contract No. 4727 for Myrtle Point-Powers Rock Production Project on the Coos Bay-Roseburg and Powers Highway in Coos County.

This award was based on your bid of $48,750 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

8-3325 Harris Beach State Park 1956
Extension
4728

RECEIVED
APR 10 1957
FOR FILING

8-3325

4758

April 9, 1957

General Casualty Co. of America
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

We have today received an order from the Curry County Circuit Court stating that Notice of Garnishment No. 3277 against LeRoy Weidman, in the sum of $835.47, has been discharged. This attachment was filed by K. F. Jacobsen & Co., Inc., for services and materials furnished on Contract No. 4728, awarded to LeRoy Weidman for extension of a camping area in Harris Beach State Park in Curry County.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc P. J. Lemmeister Insurance
Chetco Avenue
Brookings, Oregon

LeRoy Weidman
Box 488
Brookings, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF CURRY.

FILED March 25, 1957
Oleta A. Walker-Clerk

K.F. JACOBSEN & CO. INC.
Plaintiff,
vs.
LEROY WEIDEMAN,
Defendant.

No. 3277 (11)

O R D E R

Contract 4718

The above entitled matter having come on regularly for hearing upon the Motion of the defendant to discharge the attachment heretofore issued in this action, and it appearing to the Court that an undertaking has been filed securing the payment of any judgment which the plaintiff may receive as required in Section 29.250 O.R.S.

NOW, THEREFORE, IT IS HEREBY ORDERED, ADJUDGED AND DECREED that the motion to discharge the Writ of Attachment heretofore issued and levied in Curry County, Oregon and in Marion County, Oregon, be and the same is hereby granted and the said attachments discharged.

Dated this 22 day of March 1957.

Dal M. King
Circuit Judge.

State of Oregon } ss.
County of Curry {
I hereby certify that the within is a true copy of the original now on file in my office and custody.
Dated this 29 day of March, 1957
Oleta A. Walker
County Clerk
By ______________
Deputy

[illegible] and inquiries to [illegible] with to warrant- [illegible]

SAMUEL A HALL

Plaintiff,

vs.

LEROY WEIDEMAN,

Defendant.

ORDER

Contract 4728

The above entitled matter having come on regularly for hearing upon the Motion of the defendant to discharge the attachment heretofore issued in this action, and it appearing to the Court that an undertaking has been filed securing the payment of any judgment which the plaintiff may receive as required in Section 29.250 O.R.S.

NOW, THEREFORE, IT IS HEREBY ORDERED, ADJUDGED AND DECREED that the motion to discharge the Writ of Attachment heretofore issued and levied in Curry County, Oregon and in Marion County, Oregon, be and the same is hereby granted and the said attachments discharged.

Dated this 22 day of March 1957.

Dal M. King

Circuit Judge.

State of Oregon }
County of Curry } ss.

I hereby certify that the within is a true copy of the original record on file in my office and custody.

Dated this 29 day of March, 1957

Olida A. Walker

County Clerk

By ____________________

Deputy

SAMUEL A. HALL
ATTORNEY AT LAW
CENTRAL BUILDING
BROOKINGS, OREGON

REFERRED TO SECRETARY

Jenny
prepare usual letter
record on card
Tax receiving copies to Acct
Div. with note to
release warrant –
HS

RECEIVED
MAR 12 1957
FOR FILING

8-23-5
4728

COMMISSIONERS
[illegible] CHA[illegible]MAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 11, 1957

Mr. LeRoy Weideman
Box 488
Brookings, Oregon

Dear Sir:

The State Highway Commission at its meeting held on February 28 and March 1 had under discussion your request for an extension of time from November 30, 1956 to December 31, 1956 within which to complete your contract No. 4728, covering the Harris Beach State Park extension of camping area in Curry County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

E. H. Ash,
Resident Engineer

F. M. Stephenson,
Bridge Engineer

RECEIVED
MAR 6 1957
FOR "FILING"

8-5335

4128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1957

SUBJECT: Garnishment Against
LeRoy Weideman

To: H. B. Glaisyer
Secretary
BUILDING

We are attaching the Writ of Attachment and a photocopy of the Notice of Garnishment served on you February 18, 1957, in the case of K. F. Jacobsen and Company, Inc., vs. LeRoy Weideman. A return has been made to the Marion County Sheriff as shown on the copy of the Notice of Garnishment, the original of which has been mailed to the Sheriff this date.

C. H. Maison
Auditor

By: D B Taylor
D. B. Taylor
Assistant Auditor

DBT:eb
Attachments

REFERRED TO
BY SECRETARY

[illegible]

Mrs Lewis

[illegible] already noted

RECEIVED
FEB [illegible] 1957
ACCOUNTING DIVISION

STATE OF OREGON,
County of Marion } ss.

DENVER YOUNG Sheriff.
~~Constable.~~

I HEREBY CERTIFY, That I have this day the following property in my possession and under by control belonging to the within named defendant , to-wit: Warrant No. H-174751, dated March 1, 1957 drawn by the Secretary of State on the State Highway Fund in favor of LeRoy Weideman in the amount of $879.72, representing final and complete amounts due under State Highway Contract No. 4728. The Warrant will be retained pending receipt of directions from the Court.

Dated March 4 , *19*57 .

E. H. Maison Auditor
Oregon State Highway Department

FORM No. 10—GARNISHMENT.

In the CIRCUIT Court of the State of Oregon

in and for CURRY County,

R. F. JACOBSEN & CO., INC., a corporation *Plaintiff* *vs.* LEROY WEIDEMAN *Defendant*	No. 3277 NOTICE OF GARNISHMENT

To Oregon State Highway Commission, Salem, Oregon

***YOU ARE HEREBY NOTIFIED,** That by virtue of a writ of* Attachment *issued out of said Court in the above entitled action, to me directed (a certified copy of which is herewith served upon you), all debts, property, moneys, rights, dues or credits of every nature, in your hands or under your control, and especially ~~certain~~* any sums of money accrued and unpaid on your Contract No. 4728 awarded to LeRoy Weideman and any other contracts upon which sums of money are accrued and unpaid

belonging or owing to said LeRoy Weideman, defendant above named *~~or either of them~~, are hereby* attached *and garnisheed, and you are hereby required to furnish forthwith a written statement of all such property or credits.*

February 18, *19*57

DENVER YOUNG

Sheriff Marion *County.*
~~*Constable*~~

By *Deputy.*

RECEIVED
1957
ACCOUNTING DIVISION

STATE OF OREGON,
County of Marion } ss.

DENVER YOUNG Sheriff.
~~Constable~~.

I HEREBY CERTIFY, That I have this day the following property in my possession and under by control belonging to the within named defendant , to-wit: Warrant No. H-174751, dated March 1, 1957 drawn by the Secretary of State on the State Highway Fund in favor of LeRoy Weideman in the amount of $879.72, representing final and complete amounts due under State Highway Contract No. 4728. The Warrant will be retained pending receipt of directions from the Court.

Dated March 4, 1957

Auditor
Oregon State Highway Department

In the CIRCUIT Court
of the State of Oregon
in and for Curry County

[illegible] JACOBSEN & CO., INC.,
a corporation
Plaintiff

vs.

LEROY WEIDEMAN
Defendant

GARNISHMENT

(FORM No. 69)

Filed , 19

Clerk.

By Deputy.

563 STEVENS NESS LAW PUB. CO., PORTLAND ORE

BLACK, KENDALL & TREMAINE
1200 Cascade Building
Portland 4, Oregon
CA 8-6328

Attorneys for Plaintiff

RECEIVED
FEB 27 P.M.
1957
ACCOUNTING DIVISION

STATE OF OREGON,
County of } ss.

I hereby certify that I received the within named Writ of Attachment on the .... day of ...., 19......, and executed the same on the .... day of ...., 19......, in .... County, Oregon, by levying upon and attaching at the suit of the within named .... Plaintiff.... herein, all the right, title and interest of the within named .... Defendant.... herein, in and to the personal property situated in said .... County, Oregon, described as follows: ....

FORM No. —WRIT OF ATTACHMENT—y and Return.

In the Circuit Court of the State of Oregon

for the County of CURRY

K. F. JACOBSEN & CO., INC., a corporation

Plaintiff

vs.

LEROY WEIDEMAN

Defendant

Writ of Attachment

TO THE SHERIFF OF THE COUNTY OF MARION *GREETING:*

WHEREAS, the above entitled action was commenced in the Circuit Court of the State of Oregon, for the County of Curry *by the plaintiff in the said action, to recover from the defendant in the said action the sum of* Eight Hundred Thirty-five and ----47/100ths-- *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 16th *day of* September *, 19*54, xxx

and costs of suit and the necessary affidavit and undertaking herein having been filed as required by law.

NOW, THEREFORE, IN THE NAME OF THE STATE OF OREGON, you are hereby commanded and required that you attach and safely keep all the property of the said defendant LeRoy Weideman *within your said County, not exempt from execution, or so much thereof as may be sufficient to satisfy said plaintiff's demand, namely: the said sum of* Eight Hundred Thirty-five and ---------- forty-seven one hundredths ------------- *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 16th *day of* September *, 19*54, xxx *and costs and expenses of the action, and of this writ make legal service and due return to me.*

WITNESS my hand and seal of said Circuit Court, this 13th

day of February *,* 57.

corp[illegible]

Plaintiff

vs.

LEROY WEIDEMAN

Defendant

Writ of Attachment

TO THE SHERIFF OF THE COUNTY OF MARION *GREETING:*

WHEREAS, the above entitled action was commenced in the Circuit Court of the State of Oregon, for the County of Curry *by the plaintiff in the said action, to recover from the defendant in the said action the sum of* Eight Hundred Thirty-five and ----47/100ths-- *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 16th *day of* September *, 19*54 *,* xxx

and costs of suit and the necessary affidavit and undertaking herein having been filed as required by law.

NOW, THEREFORE, IN THE NAME OF THE STATE OF OREGON, you are hereby commanded and required that you attach and safely keep all the property of the said defendant

LeRoy Weideman

within your said County, not exempt from execution, or so much thereof as may be sufficient to satisfy said plaintiff's demand, namely: the said sum of Eight Hundred Thirty-five and ---------- forty-seven one hundredths ------------- *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 16th *day of* September *, 19*54 *,* xxx *and costs and expenses of the action, and of this writ make legal service and due return to me.*

WITNESS my hand and seal of said Circuit Court, this 13th *day of* February *,* 57

Seal

OLETA A. WALKER
Clerk.

By
Deputy.

I hereby certify that I received the within named Writ of Attachment on the ...., 19........, and executed the same on the ....day of ...., 19........, in ....County, Oregon, by levying upon and attaching at the suit of the within named ....

....

Plaintiff.... herein, all the right, title and interest of the within named ....

....

Defendant.... herein, in and to the personal property situated in said ....County, Oregon, described as follows: ....

....

and that I have levied upon and attached the same, by ....

....

Sheriff of ....County, Oregon,

By ....Deputy.

No. 3277

In the Circuit Court

of the State of Oregon

FOR Curry COUNTY

K. F. JACOBSEN & CO., INC., a corporation

Plaintiff

vs.

LEROY WEIDEMAN

Defendant

Writ of Attachment

(FORM No. 40)

Filed ...., 19........

....Clerk.

By ....Deputy.

5411 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

BLACK, KENDALL & TREMAINE
1200 Cascade Bldg.
Portland 4, Oregon
CA 8-6338

Attorneys for Plaintiff

STATE OF OREGON,
County of MARION } ss.

I, DENVER YOUNG, Sheriff of MARION County, do hereby certify that I have carefully compared the foregoing copy of Writ of Attachment with the original thereof; that it is a correct transcript therefrom and of the whole thereof.

Dated this 18th day of February, 1957

DENVER YOUNG

Sheriff of MARION County, Oregon,

By Wm. L. Stephens Deputy.

A

F-3325

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 1, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4728	8-Final	LeRoy Weideman	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4396	H-174751	$ 879.72	3/1/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1956

Time Extensions: to Dec. 31, 1956

Completion Date: Dec. 31, 1956

Date Accepted: Feb. 28, 1957

Penalties: None of record

Claims: None of record outstanding - An Attachment served 2/18/57 was discharged 3/22/57.

Remarks:

Date: 4-9-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 9 1957
Ruth Rawlings

NOTED ON CARD

RECEIVED
MAR 6 1957
FOR FILING

FORM 230—30M—9-56—96654

4728

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1957

SUBJECT: Notice of Garnishment and
Writ of Attachment -
LeRoy Weideman

To:

Robert Amacher
Legal Division
BUILDING

In accordance with the instructions in Mr. Glaisyer's letter of February 26, 1957, a copy of which was sent to you, we are attaching the Notice of Garnishment and copy of Writ of Attachment in the case of K. F. Jacobsen and Company, Inc. vs. LeRoy Weideman.

Our records show that the only unpaid amount due Weideman from the Highway Department is that represented by the final estimate on his contract No. 4728 in the amount of $879.72. A voucher was submitted to the Secretary of State on March 26, 1956, and a warrant in the amount quoted should be received within the next few days. The project will be presented to the Commission at their meeting on Thursday and Friday of this week for their acceptance. After such action, we can release the warrant as directed by Mr. Glaisyer or by the courts.

C. H. Maison
Auditor

By: DB

D. B. Taylor
Assistant Auditor

DBT:eb
CC to Mr. Glaisyer

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

RECEIVED
FEB 27 1957
FOR FILING

REFERRED TO
BY SECRETARY

4728

Salem, Oregon
February 26, 1957

Notice of Garnishment and Writ of
Attachment -- Leroy Weideman

C. H. Maison
Auditor

Attached hereto is Notice of Garnishment and Writ of Attachment in the case of K. F. Jacobsen and Company, Inc., a corporation, plaintiff, vs. Leroy Weideman, defendant.

Please note that the Notice of Garnishment requires that there be furnished forthwith a written statement of all property or credits that accrued to Leroy Weideman in connection with State Highway Contract No. 4728 and any other contracts which he may have with the State Highway Department. Will you kindly ascertain such credits and forward them to Mr. Robert Amacher, of the Legal Division, along with the attached garnishment and attachment so he will be in position to file a proper return.

In the meantime please withhold further payments to Mr. Weideman in connection with the above mentioned Contract 4728 and any others that he may have.

This will confirm our telephone conversation of a few days ago.

H. B. Glaisyer, Secretary

HBG:jmc

Encls.

cc: Robert Amacher

Lewis

February 21, 1957

General Casualty Co. of America
Portland Service Office
209 S.W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

On February 18, at 2:10 p.m., the Marion County Sheriff served in our office a notice of garnishment, No. 3277, in behalf of K.F. Jacobsen & Co., Inc., 1208 N. River Street, Portland, against LeRoy Weideman, Brookings. The garnishment is in the sum of $835.47 and specifically mentions our Contract No. 4728 awarded to Weideman for extension of a camping area in Harris Beach State Park in Curry County.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc P. J. Lemmister Insurance
Chetco Avenue
Brookings, Oregon

LeRoy Weideman
Box 488
Brookings, Oregon

Commissioners
Mr. W.C.Williams
Mr. Forrest Cooper

NOTED ON CARD

FORM E-30 25M 9-51 82819

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1957

RECEIVED
[illegible] DEPT.

SUBJECT:

To: Mr. Robert L. May, Jr.

[illegible]
handling

Attached is a Notice of Garnishment, No. 3277, served in this office at 2:10 p.m., February 18, 1957, by the Marion County Sheriff.

The garnishment is in favor of K. F. Jacobsen & Co., Inc., against LeRoy Weideman, in the amount of $835.47, on Contract No. 4728.

Forwarded to
acct. To
~~[illegible]~~ Dept.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

[illegible]

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

1

RECEIVED
FEB 21 1957

FOR FILING
[illegible]

[illegible]

February 20, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4728 for the Harris Beach State Park Extension of Camping Area in Curry County was completed by the contractor, Le Roy Weideman, on December 31, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $879.72 will be paid to the contractor after acceptance by the Commission. The total contract amount is $28,134.10 and no force account work was performed on the project.

A Notice of Garnishment has been served against the money due Mr. Weideman, however, in the amount of $835.47, plus interest and court costs, in favor of K.F. Jacobsen & Co., Inc., of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
FEB 13 1957
FOR FILING

8-3325

4725

February 6, 1957

Request for extension of time
No. 3
February 28 and March 1 meeting

Oregon State Highway Commission

Gentlemen:

Re: Harris Beach State Park Extension
Contract No. 4725

Leroy Weidman, contractor on the Harris Beach State Park Extension in Curry County, has requested an extension of time from November 30, 1956, to December 31, 1956, the date of completion of the contract.

The contractor was delayed by the failure of the local electrical suppliers to provide electrical service when requested. Also, the inclement weather prevented the completion of the painting before the expiration of the specified completion date.

It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PMB/mm
Attached

Note: This contract does not carry the liquidated damage provision.

Lewis

RECEIVED
MAR 1 1957
FOR FILING

[illegible]

4728

February 4, 1957

Black, Kendall & Tremaine
1200 Cascade Building
Portland 4, Oregon

Attention: Mr. Ferris F. Boothe

Gentlemen:

This is to acknowledge your letter of February 2 in which you state that K. F. Jacobsen & Co., Inc., has a claim against L. Weideman for work performed in or near Brookings, Oregon.

It appears that the work that you mention may have been performed on our Contract No. 4728, awarded to LeRoy Weideman, Box 488, Brookings, for extension of a camping area in Harris Beach State Park on the Oregon Coast Highway in Curry County. The General Casualty Company of America, through P. J. Leumeister Insurance, Chetco Avenue, Brookings, Oregon, furnished the Performance Bond with this contract, which was completed December 31, 1956 but has not yet been accepted by the Highway Commission.

If you wish to file a claim against this contract, please let us know the details.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

noted

/

LAW OFFICES
BLACK, KENDALL & TREMAINE
1200 CASCADE BUILDING
PORTLAND 4, OREGON

GEORGE BLACK, JR.
JOHN W. KENDALL
H. STEWART TREMAINE
FERRIS F. BOOTHE
JOHN J. HIGGINS
JAMES M. BURNS
WILLIAM F. THOMAS
EDWARD L. FITZGIBBON

TELEPHONE
CAPITOL 8-6338

February 2, 1957

SUBJECT: L. Weidemen

4728

State Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

We represent K. F. Jacobsen & Co., Inc., general contractors, who performed certain sub-contract work on behalf of L. Weidemen in Brookings, Oregon. Said L. Weidemen has not paid for any of this work and we are attempting to obtain information regarding him.

Would you be so kind as to furnish us with any information regarding this contractor and his address which may be disclosed by your records.

Very truly yours,

BLACK, KENDALL & TREMAINE

Ferris F. Boothe

Ferris F. Boothe

ffb:m

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
FEB 4 1957
OREGON
STATE HIGHWAY COMMISSION

19

RECEIVED
JAN 21 1957
FOR FILING

[illegible]

4728

January 21, 1957

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

It is the intention of the State Highway Commission to release to LeRoy Weideman a portion of the funds heretofore retained by the Commission on contract No. 4728, for extension of Harris Beach State Park Camping Area in Curry County.

This payment in the amount of $2,556.84 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $842.92. The present payment will be released on or after January 31, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

A

RECEIVED
SEP 25 1956

FOR FILING
8-3325

4728

46

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1956

SUBJECT: Contract #4728 - Extension of overnight camping at Harris Beach State Park in Curry County

To:

Mr. P. M. Stephenson
Bridge Engineer
Office

The contractor, Mr. Weideman, of Brookings has suggested some change in the wiring system which I understand was discussed with Mr. DeSart and Mr. Berger last July and the decision was to make the installation as outlined in the plan for the reason that the line loss, which he was fearful of, would not amount to more than $2.00 a month, while the additional one meter would be about $15.00 a month. For that reason it was felt far more economical to make the installation as outlined in the plan and eliminate one meter in the arrangement.

I am attaching herewith a copy of a letter from Mr. Weideman relating to this, also a copy of Mr. Glaisyer's letter to Mr. Weideman for your information.

C. H. Armstrong
State Parks Superintendent

CHA:mm

Attach.

cc Forrest Cooper

This letter is in answer to Mr. Weideman's letter to Mr. Glaisyer and your assignment #46.

NOTED
FORREST COOPER

Copy of Mr. Weidemans
letter of 8-27 not retd -
see Mr. Glaisyer's copy in files

RECEIVED
SEP 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 50M REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Leroy W
General
Box 227
Brookin

Dear Si

Enginee te Highway
with the our contract
Extensi ach State Park
tract No. 4728.

and will tter investigated

HIGHWAY COMM.

HBG:jn

cc: W.

RECEIVED
AUG 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
FORREST COOPER

ASSIGNMENT

Date: September 6, 1956 No. 46 By FC

Description: Copy of letter of Aug. 27 by LeRoy Weideman, Brookings, and copy of acknowledgment by Mr. Glaisyer of Aug. 30. Re problems in connection with Harris Beach State Park Extension Project, Curry County (Contract No. 4728).

Acknowledged by____ Referred to Armstrong ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.______
__Contact correspondent and report

Remarks: Will you please handle this matter and advise final action.

F.C.

PLEASE RETURN TO
FORREST COOPER

Executed 9-25-56 me Report Received______

FORM S-129 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 30, 1956

Leroy Weideman
General Contractor
Box 227
Brookings, Oregon

REFERRED TO Cooper
By State Highway Engineer
for necessary action

PLEASE RETURN TO
FORREST COOPER

Dear Sir:

I am referring to Mr. W. C. Williams, State Highway Engineer, your letter of August 27, 1956 concerning your contract with the State Highway Commission for the Harris Beach State Park Extension Project, Curry County, State Highway Contract No. 4728.

Mr. Williams, I am sure, will have the matter investigated and will advise you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams

RECEIVED
AUG 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1956
FOR FILING

8-3325
4728

August 30, 1956

Leroy Weideman
General Contractor
Box 227
Brookings, Oregon

Dear Sir:

I am referring to Mr. W. C. Williams, State Highway Engineer, your letter of August 27, 1956 concerning your contract with the State Highway Commission for the Harris Beach State Park Extension Project, Curry County, State Highway Contract No. 4728.

Mr. Williams, I am sure, will have the matter investigated and will advise you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams

LEROY WEIDEMAN
General Contractor & Builder
Box 227 Brookings, Oregon

Aug. 27, 1956

County, Curry
Highway, Oregon Coast
Section, Harris Beach State Park
Kind of Work, Extension of Camping Area
Job No. 7748-B

H. B. Glaisyer, Secretary
Oregon State Highway Dept.

Subject: Source of Electrical Power

Dear Sir:

Previous to bidding this job I contacted the City of Brookings Electrical Inspecter and the Manager in charge of the Coos-Curry Electric Co-op. in the Brookings area. Both of these men either have charge of the requirments which we must follow or advise us of the proper proceedure of the installation of our electrical hook-ups. In each case after studying the plans and specifications on this job they advised that the long installation of low voltage wiring from the present meter now installed to the final use at the end of the trailer stall location was not good practice and that neither would care to see it installed in this manner.

The Co-Op. then offered to install necessary poles, wires and also a transformer of proper capacity at the pole nearest the latrine at their own expense. Assuming that these people were qualified to pass on this installation and had made a definite commitment concerning same, also improved operating installation at their own expense, I then did not include a cost to cover that portion of the contract. This is one reason why the bid was lower because of the ommission of this otherwise added cost.

In rechecking with these same parties again I find that they still think the same and that the City does not care to O.K. the system as shown on the plans. The Co-Op. has offered to disconnect that particular meter at such time that the season is over and its use not needed and that there would not be any charge for this service. It will then put it back in use at such time that the Park caretaker deems it necessary, also without charge.

This seems a much better solution to the problem insofar that all parties concerned are benifited by same. The power company will then assume maintainence of these poles, lines and transformer and there will not be the chance of a power drop as they believe will exist if installed in the other manner.

I hope that you can see fit to follow the suggestions of these people and that you will advise me so at your earliest convenience as I might otherwise be detained in completing my contract in the time as required.
Trusting that this information is sufficient to clarify this situation.

Very truly yours,
LeRoy Weideman

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JUN 26 1956
FOR FILING

7-332
4728

June 26, 1956

Mr. LeRoy Weideman
Box 488
Brookings, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4728, which was awarded to you by the State Highway Commission on June 5, covering Harris Beach State Park extension of camping area on the Oregon Coast Highway in Curry County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 7 - 1956
FOR FILING

3325

4728

June 6, 1956

Mr. LeRoy Weideman
Box 486
Brookings, Oregon

Dear Mr. Weideman:

The State Highway Commission on June 5, 1956 awarded to you State Highway Contract No. 4728 for extension of Harris Beach State Park on the Oregon Coast Highway near Brookings in Curry County.

This award was based on your bid of $26,496.75 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson
C. H. Armstrong

110-1023 North Oakland Sec. grading 1956
and Paving
4729

110-1023 North Oakland Sec. grading 1956
and Paving
4729

RECEIVED
OCT 16 1957
FOR FILING

fil

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 14, 1957

[illegible]
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4729
(VOUCHER NO.)

4 Final
(WARRANT NO.)

Parker-Schram Company
(AMOUNT)

(DATE)

23395

H194028

$ 507.92

10-14-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: Aug. 15, 1957

Completion Date: Aug. 14, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: GC

RECEIVED
OCT 2 1957
FOR FILING

[illegible]

47-1

Oct. 1, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4729 for grading and paving on the North Oakland Section of the Oakland-Shady Highway in Douglas County was completed by the contractor, Parker-Schram Company, on Aug. 14, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of $507.92 will be released to the contractor on or after October 11, 1957. The total contract amount is $15,172.21, of which amount $195.52 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Amerata & Schram
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 18 1957
FOR FILING

Sept. 18, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Parker-Schram Company in connection with Contract No. 4729, for grading and paving on the North Oakland Section of the Oakland-Shady Highway in Douglas County. This payment, in the amount of $920.16, will be released to the contractor on or after Sept. 28, 1957. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
cc: Amorata & Schram
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

A

FORM E-120

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

RECEIVED
SEP 16 1957
FOR FILING
110-1023
4 1-[illegible]

Sept. 16, 1957

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Sept. 12, 1957 had under discussion your request for an extension of time from Sept. 15, 1956 to Aug. 15, 1957 within which to complete your contract No. 4729, for the North Oakland Section of the Oakland-Shady Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
Frank Morgan
Gordon Spaulding

NOTED ON CARD
em

A

RECEIVED
AUG 30 1957
FOR FILING

4729

August 30, 1957

Request for extension of time
No. 4
September 12 and 13 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Parker-Schram Company for an extension of time on the North Oakland Grade Revision, Contract No. 4729, from September 14, 1956 to August 15, 1957.

The contractor bid this project with the anticipation of paving this section at the same time that he would pave the Cottage Grove-Divide Section of the Pacific Highway. Failure of the grading contractor to complete his work during the 1956 season necessitated delaying the setting up of the paving plant until 1957. The delay in the completion of this contract has not caused any additional engineering or inconvenience to the traveling public. I recommend that the extension be granted without penalty.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc: Mr. Tom Edwards

EAP:ob hi

Form E-1—10M—12-46

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

[illegible]

Section North Oakland Grade Revision

For Week Ending August 23, 1957

Highway Oakland-Shady County Douglas

Kind of work Grading and Paving

Contractor Parker-Schram Co.

Section prefix 110-1023

Date of contract June 5, 1956

Contract number 4729

Date work started June 26, 1957

Specified ~~work days~~ date of completion. Sept. 15. 1956

Project authorization $ 19,375.31

Exclusive of engineering $ 17,997.51

Work days used Ext. date of c6mpletion 8-14-57

Per cent of time elapsed 428.4 %

Estimated cost of completed project, exclusive of engineering $ 17,997.51

Estimated per cent overrun or underrun 11.2 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1377.80

Engineering cost to date $ 1499.43, 108.8 %

Date project was completed August 14, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

C ontractor completed project on Wednesday August 14, 1957.

~~Semi~~-final estimate will be completed ne~~x~~t week.

This will be the last weekly report on this project.

CONSTRUCTION DIVISION
RECEIVED
AUG 26 1957

NOTED ☒ ☒ ☒ ☐ ☒
CE ACE ACE

NOTED
C. E. PAULSEN

Noted
M. N. Juve

NOTED
FORREST COOPER

Signed Gordon L. [illegible]

Address P.O. Box 551, Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 126

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
iles in project	0.19	0.19			0.19
iles partially completed					
iles completed	0.19	0.19			0.19
otal estimated quantities (contract)	2700 cy	2600 cy			450 tons
otal quantities corrected to date	2836 cy	2096			429
Estimated quantities moved or placed to date	"	"			429
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day					
Hours per shift					
Average force on project for week	0				

Men 0

Supervision

Men and trucks under 3 tons 0

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	clear		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
JUL 27 1956
FOR FILING

110-1028

4729

July 26, 1956

Parker-Schram Company
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4729, which was awarded to you by the State Highway Commission on June 5, for grading and paving on the North Oakland Section of the Oakland-Shady Highway in Douglas County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 6 - 1956
FOR FILING

11c-1 [illegible]

4729

June 6, 1956

Parker-Schram Co.
200 Builders Exchange Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission on June 5, 1956 awarded to you State Highway Contract No. 4729 for grading and paving the North Oakland Section of the Oakland-Shady Highway in Douglas County.

This award was based on your bid of $16,972.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

A

10-3507

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 9, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4730	5-Final	Roseburg Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7420	H-177786	$ 957.50	4/9/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: to Nov.23, 1956

Completion Date: Nov. 23, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-9-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 10 1957

Ruth Rawlings

NOTED ON CARD
✓

RECEIVED
MAR 26 1957
FOR FILING
[illegible]
4730

March 26, 1957

CERTIFIED MAIL

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

State Highway Contract No. 4730 for work performed on the South Wilbur Truck Scale Site Section of the Pacific Highway in Douglas County was completed by the contractor, Roseburg Paving Company, on November 23, 1956 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $957.50 will be paid to the contractor on or after April 5, 1957. The total contract amount is $33,663.27, of which amount $321.95 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rainier Agency
Douglas County State Bank Bldg.
Roseburg, Oregon

NOTED ON CARD
g

FORM E-100 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
H. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 31 1957
FOR FILING

10-[illegible]

4121

January 30, 1957

Roseburg Paving Company
536 West Maple Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from August 31 to November 23, 1956 within which to complete your contract No. 4730. for grading and paving on the South Wilbur Truck Scale Site Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frank Morgan,
Division Engineer

Gordon Spaulding,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
JAN 10 1957
FOR FILING

16-3504

4130

January 9, 1957

Request for extension of time
No. 13
January 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Roseburg Paving Company for an extension of time on the South Wilbur Truck Scale Site, Contract No. 4730, from August 31, 1956 to November 23, 1956.

Considerable delay was experienced after the award of the contract due to our inability to clear the necessary right of way. This delay forced the contractor into a period unfavorable for the complete prosecution of his oiling work, and it was necessary to work at intermittent periods when the weather was suitable. For the above reasons, I am recommending that the extension be granted without penalty. This contract does not carry the fixed and liquidated damage clause.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:ob hi

A.

RECEIVED
JAN 10 1957
FOR FILING
10-3507
4730

January 9, 1957

Request for extension of time
No. 13
January 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Roseburg Paving Company for an extension of time on the South Wilbur Truck Scale Site, Contract No. 4730, from August 31, 1956 to November 23, 1956.

Considerable delay was experienced after the award of the contract due to our inability to clear the necessary right of way. This delay forced the contractor into a period unfavorable for the complete prosecution of his oiling work, and it was necessary to work at intermittent periods when the weather was suitable. For the above reasons, I am recommending that the extension be granted without penalty. This contract does not carry the fixed and liquidated damage clause.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:ob hi

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

M 10-3507

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 30, 1956

Section South Wilbur Truck Scale Site

Kind of work Grading and Paving

Highway Pacific

Section prefix 10-3507

Contractor Roseburg Paving Co.

Contract number 4730

Date of contract June 5, 1956

Date of completion August 31, 1956

Date work started July 9, 1956

Estimated date of completion Nov. 30, 1956

Project authorization $ 37,495.13

Exclusive of Engineering $ 34,828.81

Per cent of time elapsed 197.6 %

Estimated cost of completed project, exclusive of engineering $ 34,828.81

Estimated per cent ~~overrun~~ or underrun 2.4 %

Per cent of contract completed, based on total contract price 97.6 %

Engineering authorization $ 2666.32

Engineering cost to date $ 2603.00, 97.7 %

Date project was completed November 23, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the necessary cleanup of this project on Nov. 23, 1956.

The contractor's completion date will be the same.

Semi-final estimate will follow this report shortly.

This will be the final weekly report for the project.

Noted
M. N. Juve

NOTED
L. H. Young

RECEIVED
DEC 3 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
D. J. BARBEE

Signed Gordon L. Spaulding

Address P.O. Box 551, Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96632

	GRADING	SURFACING	MAI ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.63	0.63			0.63
Miles partially completed					
Miles completed	"	"			"
Total estimated quantities (contract)	6720 cy	2910 cy			1400 tons
Total quantities corrected to date	7200	3088			1151
Estimated quantities moved or placed to date	"	"			"
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day					
Hours per shift					
Average force on project for week					

Men 0

Supervision 0

Men and trucks under 3 tons.

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

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JUL 12 1956
FOR FILING

10-3507

[illegible]

July 12, 1956

Roseburg Paving Co.
536 West Maple St.
Roseburg, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4730, covering the South Wilbur Truck Scale Site Section on the Pacific Highway in Douglas County.

Contract No. 4744, covering the South Oakland Interchange, Chenoweth Park-Deady Section of the Pacific Highway in Douglas County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUN 6 - 1956
FOR FILING

10-3 [illegible]

4730

June 6, 1956

Roseburg Paving Co.
1258 Maple St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 5, 1956 awarded to you State Highway Contract No. 4730 for the S. Wilbur Truck Scale Site Grading and Paving Project on the Pacific Highway near Roseburg in Douglas County.

This award was based on your bid of $33,229.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blmcc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

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MAY 17 1956
FOR FILING

10-3367

4730

May 16, 1956

Oregon State Highway Commission

Gentlemen:

We are advertising the "Wilbur Truck Scale" project for bids to be received at the next Commission meeting. It is proposed to construct a pit-type platform scale to weigh southbound truck traffic on US99 immediately north of the Winchester interchange approximately six miles north of Roseburg. The estimated cost of the project is $39,600.

This specific project was not included in the 1956 approved budget for Capital Outlay Improvements on Miscellaneous Properties due to the fact that when the budget was prepared in July of last year, instructions were issued to Mr. Tom Edwards, Division Engineer, and it was agreed, that the grading, surfacing and paving would be performed as a part of the over-all construction project. The work, however, was not done.

Our approved budget includes $48,000 for the installation of truck scales at Canyonville, Brookings, and two such scales on the Portland-Salem Freeway; and the relocation of the scale at Cascade Locks which also was not done on the construction project.

I believe that the Wilbur scale to weigh southbound truck traffic, a large portion of which are logs destined for the mills in Roseburg, Winston and Dillard, has a higher priority than the Canyonville and Brookings layout listed in the budget. I herewith recommend your approval of the change.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. R. B. Sipprell

WWS:fn fn

12-3411 Austin Dwelling 1/56

4731

12-3411 Austin Dwelling 1956

4731

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 1, 1956

12-3411

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4731	3-Final	K. [illegible] Clark

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23528	H-164676	$ [illegible]	11/1/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1956

Time Extensions: None

Completion Date: Sept. 28, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: NOV 15 1956

Ruth Rawlings

[illegible]

A

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OCT 29 1956
FOR FILING
1-3411
47-

October 29, 1956

CERTIFIED MAIL

Fireman's Fund Indemnity Co.
401 California St.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4731 for constructing a dwelling at Austin in Grant County was completed by the contractor, K. L. Clark, on September 28, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,152.65 will be released to the contractor after acceptance by the State Highway Commission. The total contract amount is $14,610.76, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Fireman's Fund Indemnity Co.
J. R. Buchanan, Agent
Hermiston, Oregon

NOTED ON CARD
gf

RECEIVED
JUL 5 1956
FOR FILING

[illegible]

July 3, 1956

Mr. K. L. Clark, Contractor
Route 2, Box 317
Hermiston, Oregon

Dear Mr. Clark:

We enclose herewith a fully executed copy of Contract No. 4731, which was awarded to you June 5, 1956, by the State Highway Commission, covering AUSTIN DWELLING in Grant County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

PP
Enclosure

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JUN 6 - 1956
FOR FILING

12-3411

4731

June 6, 1956

Mr. K. L. Clark
Rt. 2, Box 317
Hermiston, Oregon

Dear Mr. Clark:

The State Highway Commission on June 5, 1956 awarded to you State Highway Contract No. 4731 for construction of a dwelling at Austin, in Grant County.

This award was based on your bid of $13,982.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAY 2 - 1956
FOR FILING

12-3411
4731

April 27, 1956

Regional Forester
North Pacific Region
U. S. Forest Service
P.O. Box 4137
Portland 8, Oregon

Attention: Mr. Kermit W. Linstedt

Dear Sir:

Attached hereto is a detailed statement of cost of constructing revised water system for Austin Highway Maintenance Station and the Blue Mountain Ranger Station. This statement covers the period September 1955 through March, 1956 and is not complete inasmuch as the chlorinator has not been installed and there are some clean-up of slashing to be performed. We have proposed this partial statement however; inasmuch as District Ranger, E. H. Smith, advises that he needs the cost figures to guide him in preparing his budget. A supplementary statement of cost will be prepared to cover the cost of work yet to be performed.

The cost for the period covered totals $13,984.33 with an estimated $1400 of work left to perform. As per the following summary and the attached detail statements:

Cost of Austin Water System September 1955 through March 1956

Labor and Insurance	$5173.94
Social Security and Retirement	233.32
Equipment Rental	1839.01
Supplies	699.55
Materials	6039.06
Total	$13,984.33

Expenditures necessary to complete the project.

Cost of Chlorinator	$ 775.00
Install Chlorinator	50.00
500 gallon storage tank (in place)	200.00
Burn down-timber & slashings	375.00
Total	$1400.00

NOTED
W. W. STIFFLER

Our preliminary estimates were all low due to under estimating the cost of materials and the per diem cost of labor, resulting from the isolated location of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Asst. State Highway Engineer

IAD:lmr
CC: I. A. DeFrance
A. F. Parson

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 4653 Ends with: Contract # 4731

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 81 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 29th day of January 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Leah Tredwell